

THE ILLUSTRATED LONDON NEWS

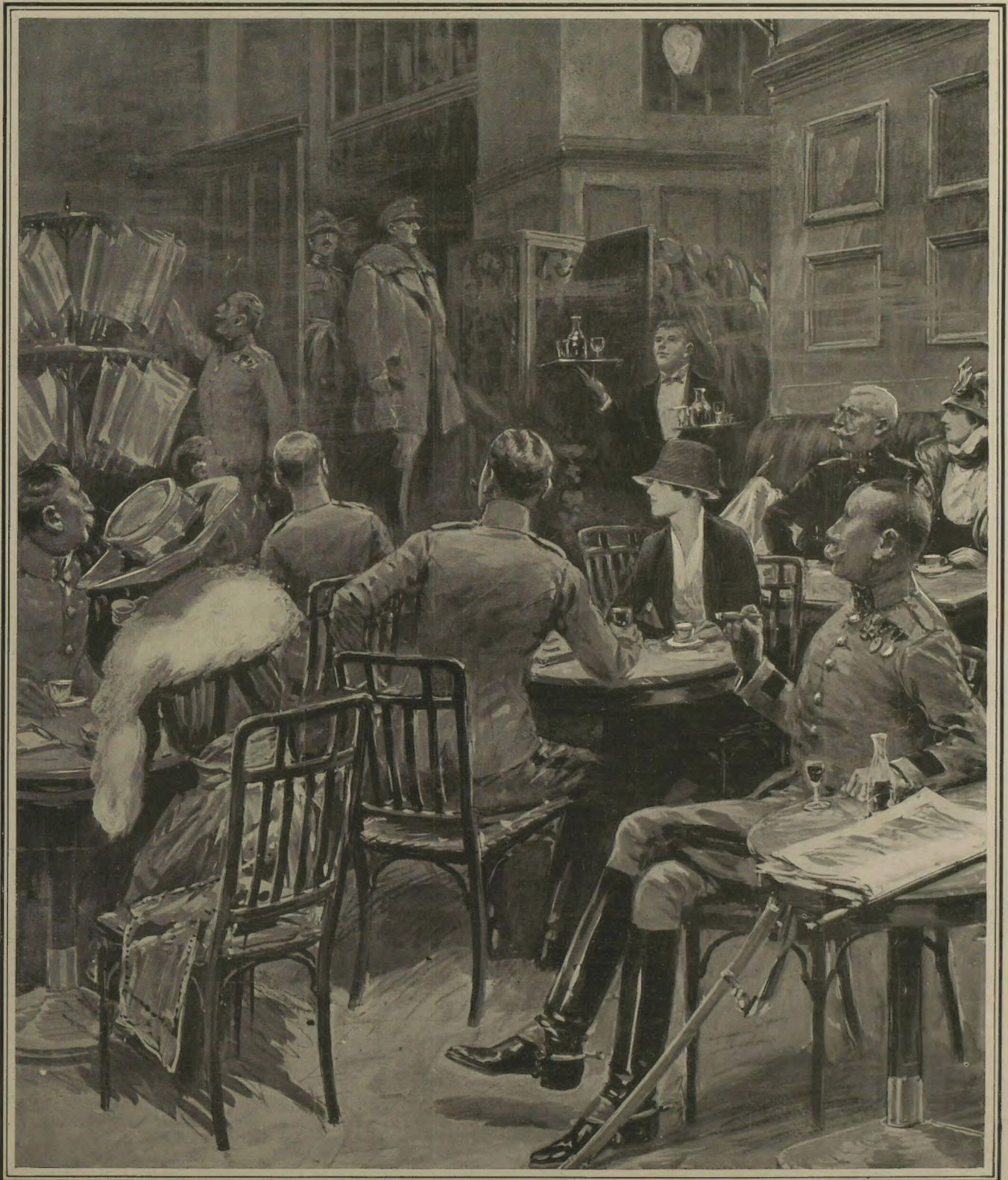
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ONE SHILLING.

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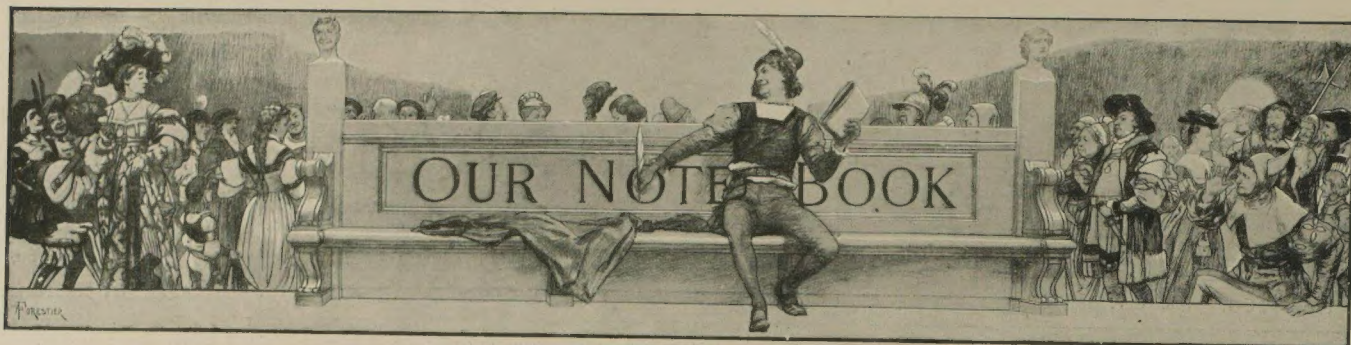
IN VIENNA TO-DAY: BRITISH AND ITALIAN OFFICERS ENTERING A CAFÉ IN THE AUSTRIAN CAPITAL.

Concerning the sketch from which this drawing was made, Mr. Julius M. Price writes: "In Vienna one afternoon recently, I was sitting in one of the principal cafés. The place was very full at the time, crowded with Austrian officers and with smartly dressed ladies. Suddenly there was a buzz of excitement. I looked round to find the cause.

DRAWN BY S. BEGG, FROM A SKETCH BY JULIUS M. PRICE, WHO HAS JUST

RETURNED FROM VIENNA. A little group of British and Italian officers were entering the café. As Vienna is not in Allied occupation, the sensation following this unexpected happening may be imagined, though the interest was quite friendly. I heard afterwards that the officers were in Vienna on a special mission connected with the repatriation of prisoners of war."

RETURNED FROM VIENNA. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

THE interesting—and, indeed, inspiring—events now occurring in Poland included an occurrence which had its comic side. It seems that a knot of some sort of international Anarchists interrupted the proceedings of the more responsible Poles by calling out with cheerful monotony "Down with the White Goose!" The remark was a reference to the White Eagle with the ancient cognisance of the great kingdom of Poland, now once more the chief hope of Christendom, as on that day when the sword of Sobieski delivered

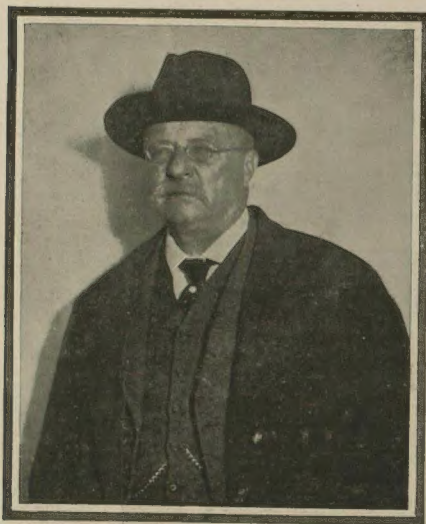
convictions of the great mediæval civilisation from which it came. In heraldry the lion could lie down with the lamb, but he could not be mixed up with the lamb or mistaken for the lamb. He could not even be evolved into the lamb. Heraldry produced monsters, but not mongrels. Moreover, most of its monsters were really as well selected and suitable as domestic pets. And whether or no a white eagle exists in actuality, it is in this case very appropriate in allegory. There could hardly be a nobler or more national emblem, for a Christian and chivalric nation like Poland, than such a shining bird with the shape of the eagle and the colour of the dove. It contains in one compact symbol, as heraldry could often do, all that combination of holiness with high defiance which seems so complex to many moderns. It might have been on the shield of St. Louis.

An eagle is an eagle, just as a Pole is a Pole; but we must always be ready nowadays to find any such reality reduced to unreality by certain modern doubts about relativity and degree. A sceptic, dealing with the subject of eagles, can always get rid of it altogether by splitting hairs—or feathers. A sophist can easily ask whether the eagle would be quite himself with no feathers. A professor could pluck the eagle plume by plume till there was nothing left. Or the professors might prove that the eagle was not exactly an eagle, because he was only a bit stronger than a partridge, or rather larger than a canary, or somewhat keener on aviation than a cock. The fact remains that an eagle is an eagle; and you will soon discover, in social relations with him, that he is not a canary or a cock. If you trust to his crowing in the farmyard to wake you in the morning you are likely, at the least, to oversleep yourself. If you put the eagle in the cage of the canary, you will hardly do so without a struggle. If you serve it up for dinner instead of the partridge, you may have a severer struggle still. It is equally obvious that what applies to an eagle applies to a white eagle. It is counted a sort of madness to say that black is white; but it is considered nowadays a natural scepticism to say that black is grey—and still more to say that white is grey. International sophists will certainly tell us that the white eagle of Poland is grey.

Now we must not for a moment tolerate this sceptical philosophy in the settlement of Europe. It is all the more intolerable because it may seem a plausible philosophy in the settlement of Eastern Europe. It is quite true that there is a chaos of races and religions in those lands that stretch away towards Asia, and are far from the great civic centres of Europe. But it is much more true that there is in that chaos a corporate, communal, and actual thing called Poland—almost as concrete as an eagle or a cock. It is, perhaps, the one thing in those wild places that really has this ancient and accepted actuality. It lives; it must be allowed to live; it must have all that is necessary to its life. There is a very simple reason, if there were not even better reasons—its life is necessary to our life. A free Poland is not only necessary to a free Europe, but is rather specially necessary to a free England.

Poland is not so far away from us as Egypt or India, and is far more essential to our survival. If a strong Pro-Ally State does not appear in Eastern Europe, Germany may gain from defeat all that she hoped to gain from victory. The Central Empires will again be central, because all that vague and vast circumference can have no other centre. That means turning three-quarters of Europe into a Teutonic civilisation—or rather, a Teutonic barbarism. That means that the old chivalric States in the West will become merely a fringe—which the solemn fools of Teutonism will very probably describe as a Celtic fringe.

Some people simply cannot believe that what suits our ideals can also suit our interests—nay, they actually neglect their own interests because they suspect their own ideals. They might see that a strong Poland is useful; but they are embarrassed by the fact that it is just. But my purpose here is not merely to point out the danger, but to counter the controversial form it will take. Poland will be belittled in theory and diminished in practice chiefly by this argument from degrees and fine shades. It will be said that Dantzic or Posen is not Polish, although partly Polish—as if the sophist should admit that the eagle has a rather aquiline nose. But you cannot deal with the Polish democracy by counting noses, especially when so many of them are Jewish noses. Compared with such statistical stuff, the old painted sign, that is merely heraldic, is far more historic. We should be wiser to look, like prophets and poets, to a merely symbolic imagery, and see the White Eagle of Poland replace the Black Eagle of Prussia, as the day dethrones the night.



A FAMOUS AMERICAN PRESIDENT DEAD; THE LATE COLONEL THEODORE ROOSEVELT.

It might aptly be said of Col. Roosevelt that "after life's fitful fever he sleeps well." News arrived in London on Monday, January 6, that the ex-President had passed away in his sleep. Born in New York on October 27, 1858, he had long been a prominent figure in the political world. He was Governor of New York State, 1898-1900; Vice-President of the United States, 1901, and President, 1901-8. He will also be remembered in the popular mind as the organiser of Roosevelt's Rough-Riders, 1st U.S. Cavalry Volunteers, and commanded them in Cuba in 1898. He was also a famous big-game hunter, and the author of many stirring works on big-game hunting, ranch life, war, sport, and his autobiography. His father was of New York (Knickerbocker) family, and his mother of Georgian (Scottish) family.

Photograph by Topical.

Vienna from the Eastern hordes. How Vienna repaid Poland for that deliverance is written in the blackest page of European history. The malcontents called the eagle a goose to suggest that Polish patriots are still engaged on a wild-goose chase. It is agreed that these particularly discontented persons are non-national. These particular Poles are Polish Jews, and these particular Polish Jews are Anti-Polish Jews. But the matter which is most momentous at present is not so much who these people are, as how they are likely to attempt—and perhaps achieve—their evil work. It can be stated in a fairly simple formula. The enemies of Poland are not now engaged on the physical partition of Poland, but on the philosophical partition of the idea of Poland. They are talking scepticism about where one nation begins and another leaves off; and that is why it is fortunate that they hit by accident on one image that expresses the unity of the great Polish people in the past.

I use this heraldic figure of the White Eagle because heraldry really satisfied the desire of definition in humanity. Its clear colours and shapes sharply outlined corresponded to the clear-cut



CREATORS OF A NEW WORLD'S ALTITUDE RECORD FOR AEROPLANES (30,500 FT.): CAPT. ANDREW LANG, R.A.F. (LEFT); AND LIEUTENANT BLOWES.

Capt. Andrew Lang is a well-known Australian motorist, who, in 1910, explored Northern Australia for his Government. The board shown on his knee was used for making observations during the flight. His observer, Lieutenant Blowes, is only 19, and as a pilot brought down several German aeroplanes in France. Both suffered severely from frost, and Lieutenant Blowes had serious injuries to his hands, which, it will be seen, are bandaged. It was reported on January 6 that Captain Lang had been placed under open arrest for disclosing details of his climb.—[Photograph by C.N.]

THE NEW WORLD'S ALTITUDE RECORD FOR AEROPLANES.

DRAWN BY JOSEPH SIMPSON.



REACHING A HEIGHT OF 30,500 FEET: CAPTAIN ANDREW LANG ON HIS ADVENTUROUS CLIMB; WITH HIS OBSERVER, LIEUTENANT BLOWES.

Capt. Andrew Lang, R.A.F., with Lieut. Blowes as observer, broke the world's altitude record for aeroplanes the other day, by attaining a height of 30,500 feet. The feat, which was made on a British-built and British-engined biplane, occupied 66 min. 15 sec.

On the climb, Lieut. Blowes collapsed, owing to a fault in the oxygen apparatus. During the descent he recovered. Both pilot and observer were badly frost-bitten; but they had broken the world's record!—[Drawing Copyrighted in the United States and Canada.]

THE NAVY STILL AT WAR—WITH BOLSHEVIKS: BRITISH AID FOR ESTHONIANS IN THE BALTIC.

BRITISH OFFICIAL

NAVAL PHOTOGRAPHS.



AT WAR IN AN IGY CLIMATE: BRITISH DESTROYERS GOING INTO ACTION IN THE BALTIC AGAINST BOLSHEVIK FORCES.



PREPARATIONS FOR A BRITISH LANDING: ESTHONIAN WOMEN CLEARING SNOW; AND SHIPS DRESSED WITH FLAGS.



WITH THE THERMOMETER REGISTERING 32 DEGREES OF FROST: A SENTRY ON BOARD H.M.S. "CARADOC" AT REVAL.



THE BRITISH NAVAL SQUADRON IN THE BALTIC: A DOUBLE LINE OF SHIPS ON THEIR WAY TO REVAL.



A CAMPAIGN IN THE SNOW: BRITISH MARINES AND SAILORS WITH MADSEN GUNS MARCHING AT THE HEAD OF ESTHONIAN TROOPS.



WINTRY CONDITIONS FOR OUR BALTIC OPERATIONS: CLEARING THE DECKS OF ICE WITH HAMMERS, IN H.M.S. "CARADOC."



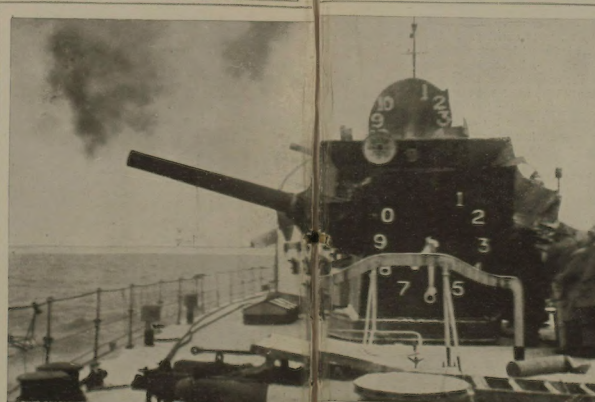
BRITISH INSTRUCTION FOR ESTHONIANS IN THE USE OF MACHINE-GUNS: A MARINE DEMONSTRATING WITH A MADSEN GUN.



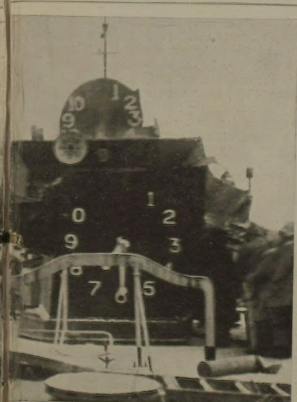
AWAITING INSTRUCTION IN THE USE OF A MADSEN GUN: ESTHONIAN SOLDIERS OUTSIDE THE CUSTOM HOUSE AT REVAL.



GUNNERY IN BALTIC WEATHER ON BOARD A BRITISH WARSHIP: A 6-INCH GUN'S CREW, IN THICK HOODED OVERCOATS, READY TO FIRE.



BOMBARDING BOLSHEVIK POSITIONS ON 1ST ACTION DURING RECENT



THE ESTHONIAN COAST: H.M.S. "CARADOC" OPERATIONS IN THE BALTIC.



H.M.S. "CARADOC" IN ACTION AGAINST THE BOLSHEVIKS IN ESTHONIA: THE CREW OF A 6-INCH GUN AT THE BREECH JUST AFTER THE MOMENT OF FIRING.

The British naval forces which have been in action against the Bolsheviks in the Baltic, on behalf of the Estonians, have had to operate under very severe weather conditions. The decks have been covered with ice and snow, and the thickest of clothing has been necessary. It was reported recently that our ships would probably have to be withdrawn soon from part of the Baltic, as otherwise they would be frozen in. In a message from Helsingfors of January 4, it was stated that a British Naval Division had just arrived off the neighbouring fortress of Sveaborg,

and that the cruisers "Caradoc" and "Calypso" had entered the harbour. The latter ship, it will be remembered, recently captured two Bolshevik destroyers. The names of these have since been given as the "Spartak" and "Avtrill" (formerly the "Novik"). The same report mentioned that, on January 4, the second battalion of Finnish volunteers sailed from Helsingfors under an escort of British torpedo-boats for Reval, to help the Estonians against the Bolsheviks, and that the Estonian General Põdder was fighting against superior numbers.

THE SCHELDT.



By D. S. MELDRUM.

THE name of the Scheldt, which is to be used for the transport of British troops returning home for demobilisation, is now familiar to all, and its international status will doubtless bring it forward frequently again in the peace negotiations; but its waters themselves have few popular associations. They differ in this from the romantic Rhine, and in another way the rivers are in contrast. It is only the upper reaches of the latter that are famous in story. In its lower, the Rhine gets lost to general knowledge. Once it has entered Holland, few trouble to track its elusive course. Reading of the ex-Kaiser in retreat, we do not think of him as keeping uneasy watch on the Rhine. Yet it flows within a short distance of Amerongen. Its are the once-mighty waters that sluggishly circle in deep narrow channels round Utrecht, and that are ignominiously carried to the sea at Katwijk.

Of the upper reaches of the Scheldt, on the other hand, until war communique gave them prominence, the outside world knew little. Their usefulness, not their beauty, commends them. They belong to a canal, rather than to a river system. A network of waterways connects the Scheldt with Liège and the Meuse and with Germany thus, with Brussels and Charleroi and the

North of France. Prosaically, they feed Antwerp, and of Antwerp we can almost say that she is the Scheldt. Below that city the river broadens out into island-encircling estuaries, of which that of the West Scheldt—overlooked from the Rotonde at Flushing, say, and of course recalled in pre-war memories—lacks nothing of the picturesque in its local craft, or of the romantic in its ocean traffic. Innumerable liners going and coming against the low brown shores of Zeeuwsh Vlaanderen recall Antwerp's history, of which the latest, uncompleted chapter has now reached a turn of happy omen: her pride in the sixteenth century, whose relics of Art and printed Letters draw the curious traveller and tourist of all countries; her rapid revival in the nineteenth, initiated by the genius of Napoleon, who in one summer month of 1803 commanded the construction of the docks and quays that grew into the miles and miles of the machinery of foreign trade suddenly arrested in 1914. A different history, again, reveals itself at Flushing, which is typically Dutch, and most mistakenly neglected by visitors to Holland who pass through it. Picturesque and romantic scenes from the past, not a few of them related with our own story, are called up to one beguiling holiday hours in de Ruyter's town, and in Campveere close by, by the medley of modern shipping of which Mr. Keble

Chatterton identifies some of the names—the hoogarts, klipper-aaks, tjalks, and paviljoen-poms issuing from Walcheren canals.

To Antwerp and Flushing, add Ghent, and in three cities are summed up the history, physical features, and political significance of the Scheldt. At Ghent (where it is joined by the Lys, of sinister memory, though called "the Golden") the river is still 150 miles from its issue at the Wielingen Channel near by Zeebrugge, yet twenty-five miles of canal connects the city with the West Scheldt estuary at Terneuzen. For half its length this canal flows through territory that, until the war, half the world forgot was Dutch Flanders. "Zeeuwsh Vlaanderen," they call it in Holland, indicating that it belongs to the Dutch province of Zeeland. "Staats Vlaanderen" it is printed in older maps, which show, also, that this strip, now mainland, was a series of islands circled by the Scheldt as to-day are Walcheren and the Bevelands. Hence the frontier against which were pinned the retreating Germans. Hence, also, the contrasts of costume surviving in it that delight the stray tourist—the lace cap of Cadzand, the head-ornaments of Axel, or the shawl of Hulst. Big things and small are explained by the map.

THE REVIVAL OF SPORT.



By E. B. OSBORN.

SPORT in this country is the most democratic thing in the world. Class distinctions are simply non-existent on the cricket-field and football-field, where nobody worries about a man's origin or method of living as long as he is worth his place in his team. At Epsom on Derby Day there is more liberty, equality, and fraternity in the crowd at Tattenham Corner (whither I always resorted, for it is there that the secret of the great race is apt to be dimly revealed) than in all the written or unwritten constitutions of Democracy with a big, big D. And consider the Eost-Race throng massed along the river all the way from Putney to Mortlake: what more surprising confutation of the Marxian theory of class warfare could be imagined? On that theory the lithe, white-clad boys in the two boats are parasites on the proletariat whose efforts ought to be recognised by the throwing of egg-shaped bombs manufactured by frowsy comrades in the secret laboratories of Chicago. But the vast crowds waiting on the by no means bonny braes of Thames for the flashing past of the Eights wear the favours of the crews, and know their names and weights and form, and applaud the victory of their favourites as joyously as if they themselves had learnt the art of cutting lectures at "Oxford College" or the alternative shop. It is a thing no foreign expert in the flapping of a red flag will ever understand. And even an Englishman of genius may some-

times forget the deep spiritual significance of our national love of sport—as Matthew Arnold did when he sneered at "our young barbarians all at play," and Rudyard Kipling when, in a dyspeptic moment, he gibed at "flannelled fools at the wicket, and muddled oafs at the goal." The one stark poet of Imperialism knows better than that by this time. He, like myself, must have received letters from the front in which old memories of our *Ludi Humaniores* are lovingly rehearsed after the fashion of Lieutenant F. W. Harvey's little song (written in a Flanders trench) of a red-hot catch in the slips—

Oh, the blue bird's fled!
Never man can follow.
Yet at times instead
Comes this scarlet swallow,
Bearing on its wings
(Where it skims and dips
Gleaming through the slips)
Sweet time-strangled things.

One soldier friend of mine tells me he will never believe in the reality of peace until he sits attentive at Lord's on a sunny afternoon at the Oxford v. Cambridge match. I feel like that myself.

The politicians, if they are wise, will do everything possible to help on the revival of sport. Sport is oil in the cogs and wheels of our social machinery; it will do much to diminish the

friction caused by the vast and dangerous processes of Reconstruction. Naturally and necessarily so—for not only is sportsmanship our homely home-made ideal of chivalry, which aims at giving every honest man fair play, but every competent team in action is a democracy which proves that true equality resides in a common sentiment of mutual service and the sacrifice of the "I am It" fallacy. Have you observed what a roasting the selfish forward gets from the crowd at a London Combination football match? They have no mercy on the most brilliant executant whose spectacular egotism sacrifices the welfare of his side. So let us get back to our games with a good heart—the nation has fully earned a spell of joyous diversion. But a danger has emerged already which demands a word of protest. All sorts of suggestions are being made for the reform of cricket, to take the most conspicuous example of the renewal of crinkumcrankum. The so-called "reformers" excuse their foolish innovations by insisting that cricket must be made more interesting, more exciting, for the spectators. But cricket is for cricketers: the only spectators who have a right to be considered are the umpires, who are the conscience of the game. Melbourne's wise query, "Why not let it alone?" is the *mot juste* in this and similar instances of misdirected zeal. Let none dare to lay an iconoclastic paw on our bats and wickets, or there will be a Revolution indeed!

CANADIAN WAR PAINTINGS.

(See Illustrations on Pages 44-45.)

THE Exhibition opened last Saturday at the Royal Academy, by Sir Robert Borden, Prime Minister of Canada, is of very considerable historical and artistic interest. Its purpose is to illustrate systematically every phase of Canadian operations in Europe from the arrival of the first contingent down to the recapture of Mons. The heroic efforts of the Canadian troops are, of course, still fresh in our memory, which from time to time has been strengthened by the sight of numerous photographic records.

Never before, however, have their doings been represented or symbolised in paint; and it may justly be said that, in the main, the four hundred paintings at Burlington House worthily commemorate the achievements of our kinsmen from Canada. Some seventy British and Canadian artists are responsible for this comprehensive, if unequal, collection. Mr. Charles Sims alone stands for the Academicians, but Sir John Lavery, Mr. D. Y. Cameron, Mr. Edgar Bundy, and Mr. Richard Jack are Associates who contribute. At least two (Mr. Frank Brangwyn

and Mr. Walter Bayes) of our best mural painters are not included in the catalogued list, which is a pity. It is also regrettable that no well-known Canadian artist has supplied one of the largest canvases in the present Exhibition. Judging by the work shown by the Canadians, several of them are quite capable of designing on a grand scale. Their turn may come later. Meantime, note should be made, particularly, of the fine work of Mr. J. W. Beatty and Mr. F. H. Varley.

From Mr. Augustus John comes a composition in monochrome, of vast dimensions. It covers the entire West Wall of Gallery III., and forms a sort of theatrical inventory of almost everything that could be seen on the battlefields of the Western Front. There are ruins, and refugees, soldiers in various attitudes, a crucifix, great guns, sausage balloons, and a stretch of plain and low hills in the distance. Consequently it is a "thing of shreds and patches," cleverly pieced together, but lacking the emotional unity of Mr. Louis Weirter's remarkable realisation of the "Battle of Courcellette," or the spiritual fervour of "The Sacri-

fice," by Mr. Charles Sims. The "First Gas Attack at Ypres," by Mr. W. Roberts, a somewhat fantastic exercise, is quite the best offering of the Post-Impressionist group, wisely limited to one room. Mr. Gerald Moira's "Third Canadian Stationary Hospital at Doullens," has great refinement and beauty; and his "Canadian Foresters in Windsor Park," exhilarates eye and mind. "Canada's Answer," by Mr. Norman Wilkinson, admirably emphasises Britannia's rule of the waves, and Mr. Richard Jack's "Vimy Ridge" gives an excellent idea of the difficulties entailed in its capture.

Other scenes are convincingly presented by Sir John Lavery, Mr. D. Y. Cameron, Miss Clare Atwood, Mrs. Laura Knight, Miss Anna Airy, Mr. Byam Shaw, and Mr. A. J. Munnings. Apart from the paintings, which are destined for Ottawa, there are an effective bronze group, "Canada's Golgotha," by Mr. T. Derwent Wood; a number of capital sketches; and a few "early English" pictures, among them Romney's striking portrait of "Thayedanegea, the Mohawk Chief."

PORTUGAL'S MURDERED PRESIDENT: THE FUNERAL OF SIDONIO PAES.



THE GREATEST DEMONSTRATION OF PUBLIC MOURNING IN THE HISTORY OF PORTUGAL: THE LATE PRESIDENT'S FUNERAL—
THE CORTÈGE IN THE PRAÇA DO COMMERIO (FORMERLY THE TERREIRO DO PAÇO) AT LISBON.

The late President of Portugal, Senhor Sidonio Paes, who raised himself to almost absolute power by the Revolution of December 5, 1917, was assassinated in Lisbon on December 14 last. This photograph of his funeral, which took place on the 21st, has only just come to hand. The occasion was marked by the greatest demonstration of public mourning ever known in Portugal, for President Paes, while making enemies by his despotic administration, had endeared himself to the people by his active personal interest in the

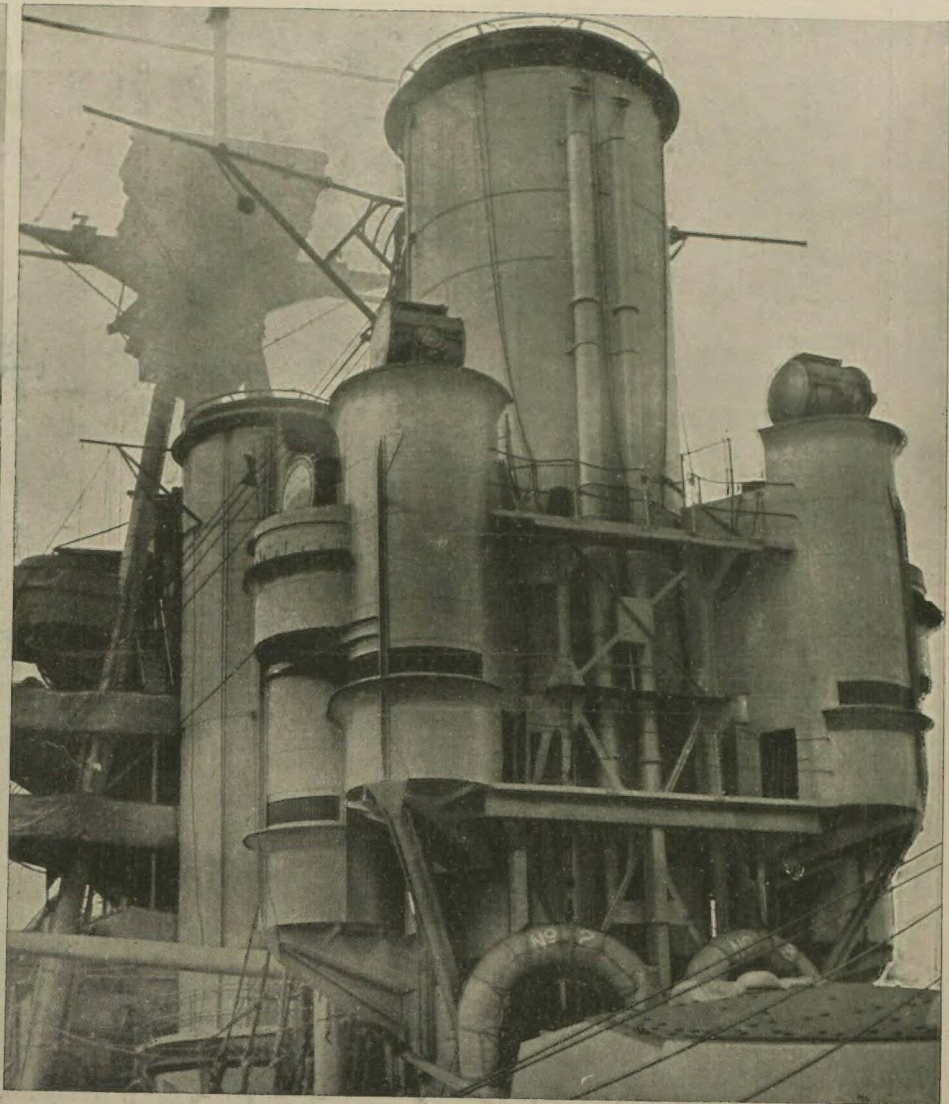
lives of the poor. His body lay in state for three days and nights in the Municipal Palace, where multitudes filed past the bier, and was buried in Belem Cathedral, the Portuguese Pantheon. The British Government sent two war-ships to Lisbon, and a British Naval contingent, with many members of the British colony, walked in the funeral procession. Among the floral tributes were two wreaths from the British Navy and a wreath of orchids from President Wilson.

"P.V.'s" AND "COFFEE-BOXES": TWO NEW NAVAL DEVICES EVOLVED BY THE WAR.

PHOTOGRAPHS BY ILLUSTRATIONS BURFAU, AND C.N.



A YOUNG LIEUTENANT'S INVENTION AGAINST MINES: LAUNCHING A PARAVANE FROM A BRITISH WAR-SHIP.



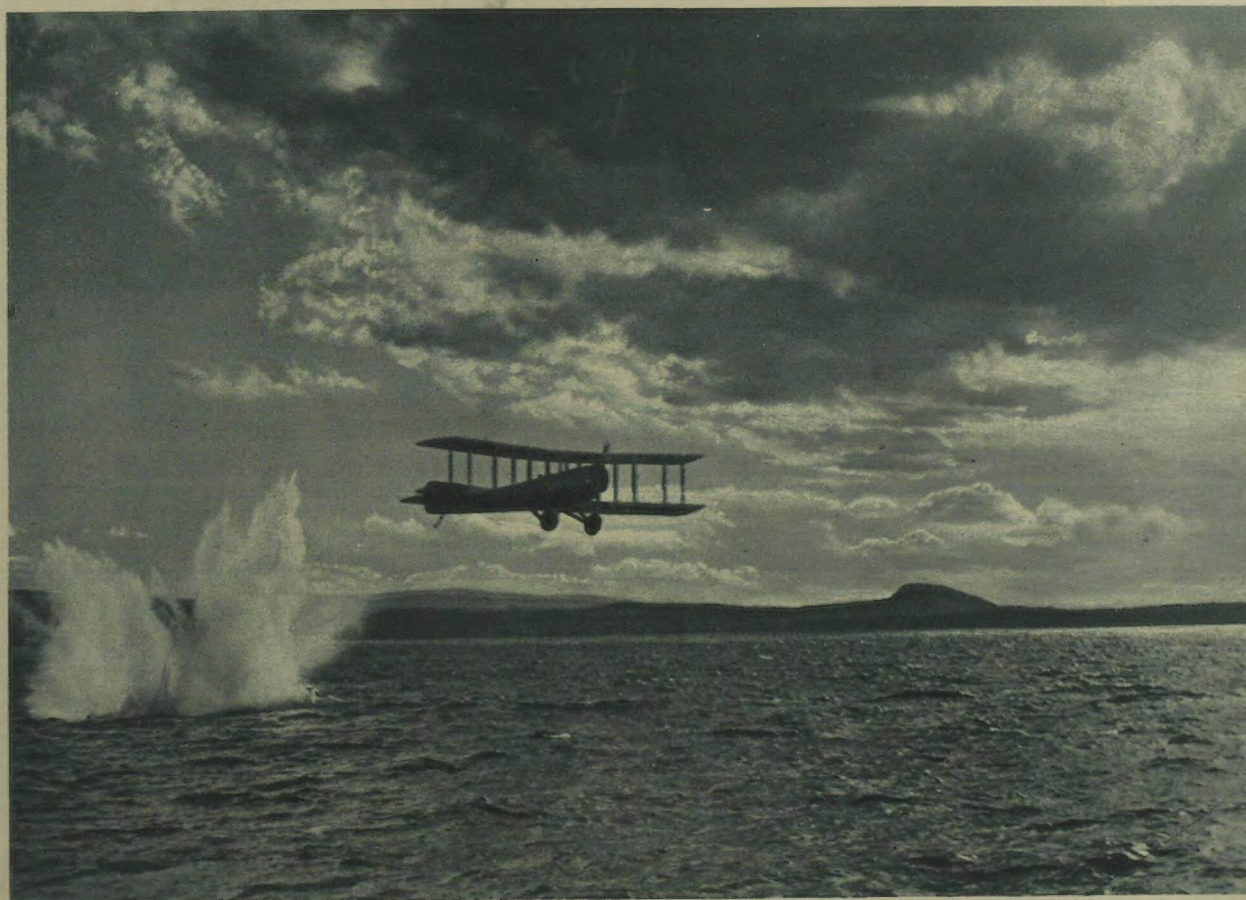
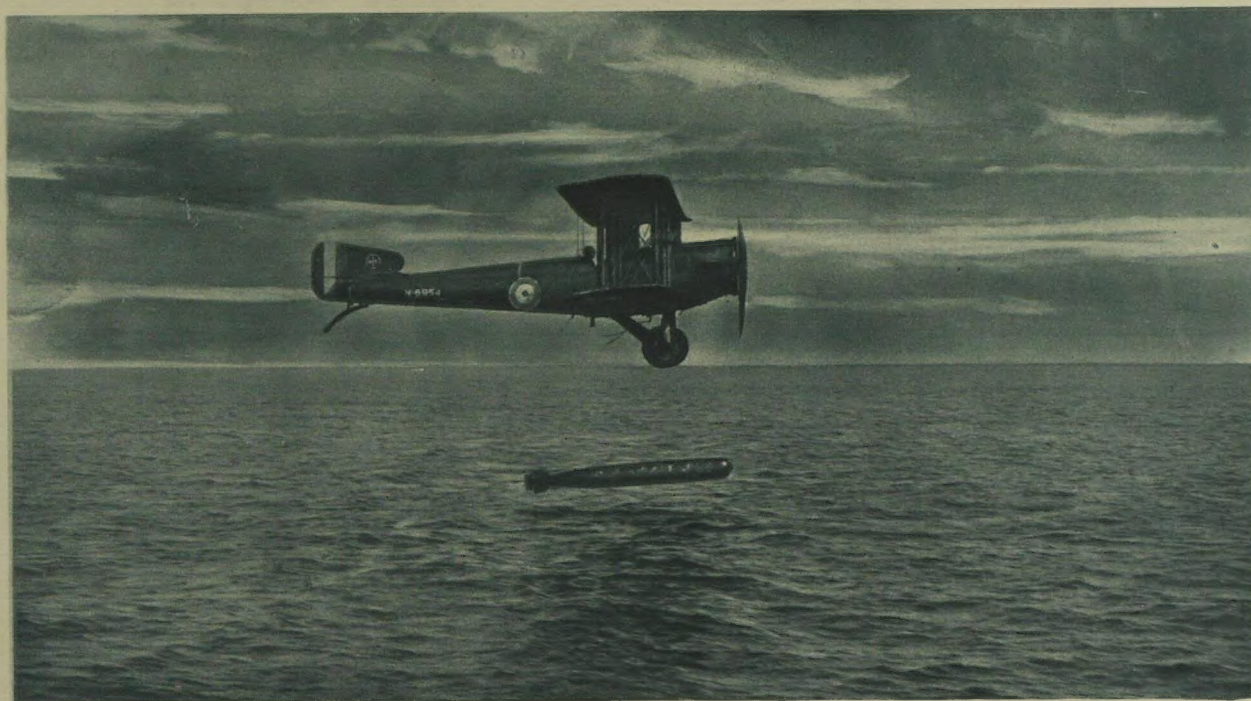
FITTED WITH CYLINDRICAL SHIELDS FOR SEARCHLIGHTS DURING ACTION: H.M.S. "MARLBOROUGH," ONE OF OUR LATEST BATTLE-SHIPS.

The paravane, or "P.V.," as it is called in the Navy, a device to protect ships against sea-mines, was invented by Lieut. Dennis Burney, R.N., son of Admiral Sir Cecil Burney, Commander-in-Chief at Rosyth. It consists of a torpedo-shaped metal cylinder with large, flat fins at its head and a special rudder which keeps it at any desired depth in the water. Two paravanes, one on each side, are attached to the bows of a ship by wire hawsers, which the ship's motion keeps taut. These hawsers catch up the mooring ropes of floating mines and cause them to travel to the nose of the paravane, where they are severed by a sharp saw.

The mines, being thus released, can be seen and destroyed. It has been estimated that paravanes have saved about £40,000,000 of war-ships, and an immense quantity of merchant tonnage. Lieutenant Burney has been promoted to Acting-Commander and awarded the C.M.G. In the right-hand photograph, showing the superstructure of H.M.S. "Marlborough," are seen (to right and left of the funnel) the cylindrical shields into which the ship's searchlights descend when she is in action. They are known in the Navy as "coffee-boxes."

THE TORPEDO-AEROPLANE: A NEW ARM PRECLUDED BY THE ARMISTICE.

R.A.F. OFFICIAL PHOTOGRAPHS.



1. SHOWING A TORPEDO IN FLIGHT AFTER BEING LAUNCHED AND BEFORE ENTERING THE WATER: A TORPEDO-AEROPLANE AS IN ACTION.

Among many new devices which the Armistice prevented the Royal Air Force from putting into use against the enemy was the torpedo-aeroplane. It is considered to be of even greater potential value than the submarine, and would doubtless have proved astonishingly efficient. The enemy has good reason to be thankful for having escaped this new offensive weapon, which was ready for active service only a little while before the cessation of

2. SHOWING THE SPLASH MADE BY A TORPEDO ON HITTING THE WATER: A TORPEDO-AEROPLANE AS IN ACTION—A LATER MOMENT.

hostilities. The torpedo-aeroplane is a development of the seaplane torpedo-carriers, which were first successfully employed in action by the R.N.A.S. at the Dardanelles in 1915, and were subsequently used against us by the Germans in 1917, when they were thus enabled to sink three of our merchant ships off the South-East Coast. The torpedo carried by torpedo-aeroplanes is of a small size as modern torpedoes go, and weighs half a ton,

IN THE WAKE OF THE WAR: CEREMONIES AND OCCASIONS.

PHOTOGRAPHS BY TOPICAL, ILLUSTRATIONS BUREAU, FRENCH OFFICIAL, NEWSPAPER ILLUSTRATIONS, AND SPORT AND GENERAL.



ROYAL SPECTATORS OF THE GUARDS' CEREMONY: QUEEN ALEXANDRA, PRINCE OLAF, AND PRINCESS VICTORIA, WITH GEN. FEILDING (LEFT).



WITH THEIR COLOURS BOUND FOR COLOGNE: COLDSTREAM GUARDS IN THE MARCH FROM WELLINGTON BARRACKS ON JANUARY 4.



JAPANESE SCHOOLCHILDREN CELEBRATING THE VICTORY OF THE ALLIES: A PICTURESQUE KITE-FLYING DISPLAY AT TOKYO.



THE ALLIED OCCUPATION OF RHINELAND TOWNS: A GERMAN OFFICER PASSING FRENCH SENTRIES AT THE END OF A BRIDGE.



THE DEATH OF THE FIRST AVIATOR TO BRING DOWN A ZEPPELIN IN ENGLAND: THE FUNERAL OF CAPT. LEEFFE ROBINSON, V.C.



THE FUNERAL OF CAPT. LEEFFE ROBINSON, V.C., AT HARROW WEALD: LIFTING THE COFFIN OFF AN AEROPLANE TROLLEY.

An impressive military ceremony took place at Wellington Barracks on Saturday, January 4, when the Colours of the Guards to be taken to Cologne were paraded, in the presence of Queen Alexandra, Princess Victoria, and Prince Olaf of Norway. There were ten Colour Parties, representing respectively the 1st, 2nd, and 3rd Grenadier Guards, 1st, 2nd, and 3rd Coldstream Guards, 1st and 2nd Scots Guards, 1st Irish Guards, and 1st Welsh Guards, and each Colour Party received two Colours. After a march-past and Royal Salute, Major-General Feilding, Commanding the London District, reviewed

the lines, and the detachments conveying the Colours marched to Charing Cross. Their departure thence for Folkestone *en route* to the Continent was postponed to the following day.—The funeral of Capt. William Leeffe Robinson, V.C., the famous aviator who brought down the first Zeppelin in England, at Cusley, and died of influenza at Harrow Weald, after his recent return home from imprisonment at Holzminden, took place with military honours on January 3. The coffin was covered with a Union Jack, and borne on an R.A.F. aeroplane trolley. A wreath was dropped from an aeroplane.

TAKING COLOURS TO THE FRONT: A SIGN OF PEACE CONDITIONS.

DRAWN BY S. BEGG FROM A SKETCH BY GERALD C. HUDSON.



ON A SIMILAR MISSION TO THAT OF THE GUARDS: A COLOUR PARTY CONVEYING ITS COLOURS TO A BRITISH REGIMENT AT THE FRONT—LANDING AT A FRENCH PORT EN ROUTE.

In the British Army, regimental colours are not carried in war, but since hostilities ceased on the Western Front our regiments are having their colours brought out to them from this country. A Colour Party, consisting of two officers and three N.C.O.'s, has been sent over from each battalion which is the proud possessor of these treasured emblems, to escort them over to the regiments. In the drawing such a Colour Party, with the two officers carrying the colours sheathed, is seen disembarking at a French port on their

way to the Front. A notable instance of such an honourable mission was the occasion of an interesting military ceremony in London on January 4, when the Colours of the Guards were taken in procession from Wellington Barracks to Charing Cross, on their way to join the units of the Guards Division of the Army of Occupation at Cologne. The departure from Charing Cross was postponed until the following day.—[Drawing Copyrighted in the United States and Canada.]

THE WAR PAGEANT OF CANADA: A HISTORIC ART EXHIBITION.

BY COURTESY OF THE CANADIAN WAR RECORDS OFFICE.



A STRIKING ALLEGORICAL PICTURE IN THE CANADIAN WAR MEMORIALS EXHIBITION AT BURLINGTON HOUSE:
"THE FLAG," BY BYAM SHAW.



MODERN ART APPLIED TO MODERN WAR: "A GUN-PIT," BY LIEUTENANT WYNDHAM LEWIS;
IN THE CANADIAN WAR MEMORIALS EXHIBITION.

Congratulation is due to the Canadian War Records Office for the great artistic and historic interest of the Canadian War Memorials Exhibition, which was opened at the Royal Academy, Burlington House, on January 4. The object of the organisers was to record every phase of the Canadian operations overseas during the war, and that object has been very effectively attained. Nearly seventy of the most distinguished Canadian

and British artists were employed, and the result of their efforts is a collection of some 400 paintings. There are, besides, several notable pieces of sculpture, including the one illustrated here on the right-hand page—"Canada's Golgotha," by Captain Derwent Wood, A.R.A., which portrays with terrible realism the crucifixion of a Canadian soldier by the enemy. The paintings, as already mentioned, illustrate every aspect of Canada's part in

(Continued opposite)

"CANADA'S GOLGOTHA": THE CRUCIFIXION OF A CANADIAN SOLDIER.

BY COURTESY OF THE CANADIAN WAR RECORDS OFFICE.



THE MOST TRAGIC RECORD IN THE CANADIAN WAR MEMORIALS EXHIBITION: "CANADA'S GOLGOTHA," A SCULPTURE GROUP BY CAPTAIN DERWENT WOOD, A.R.A.

Continued.]

the war, from the sailing of the first Canadian Contingent in October 1914, which forms the subject of a fine picture by Lieut.-Commander Norman Wilkinson. Other canvases record various battles, as well as training-camp life, the work of the Forestry and Veterinary Corps, the Railway Troops, and so on. Among a number of allegorical works is Mr. Byam Shaw's fine conception called "The Flag," while the ultra-modern school

is represented by such painters as Major Augustus John, Lieut. Wyndham Lewis, and Mr. C. R. W. Nevinson. Mr. Byam Shaw describes his picture as "A memorial to those Canadians who willingly gave their most beloved for the honour of The Flag and the upholding of Freedom, Justice, and Right." The whole collection will ultimately be housed in a special building at Ottawa, along with another recording Canada's war effort at home.

THE WORLD OF FLIGHT

CIVIL AERIAL TRANSPORT.—IV.

By C. G. GREY,
Editor of "The Aeroplane."

THE third of the Special Committees of the Civil Aerial Transport Committee was concerned, as noted in an earlier article in this series, with business questions relating to the position of the aircraft-manufacturing industry after the war, the probabilities of the establishment of aerial transport services, and the steps which would be necessary for the maintenance of this industry and for the development of these services. One is glad to see that, in the words of the Report, "the Special Committee were impressed with the importance of keeping alive the aircraft manufacturing industry in the interests of National Defence." This is certainly one of the most vital questions of the day. For all our pious resolutions concerning the abolition of war and eternal brotherly love between the civilised nations of the world, it is well to remember that man is at heart a fighting animal, and that when a generation grows up which has forgotten or never knew the discomforts—not to say the horrors—of this war, the world will, in the nature of the human animal, fall a-fighting again. And when that time comes our Air Fleet will be our first line of defence and offence, for the good and sufficient reason that our Fleet at sea, no matter how powerful or how efficient it may be, cannot by itself prevent the aerial invasion of these islands or of the other portions of our far-flung Empire.

It is evident that in the near future, when Peace, Retrenchment, and Reform become again the watchwords of our political chiefs, no Government will dare to maintain a fully adequate Air Force, even if our international agreements permit it, simply because the expense will be too great. Therefore we shall have to rely on our Aerial Mercantile Fleet for our defence, much as we relied on our Mercantile Marine in this war for anti-submarine patrols, mine-sweeping, and so forth; only to a far greater extent. The Main Committee sagely remarks that "the total volume of aerial goods traffic to be anticipated"—probably the Committee means "expected" rather than "anticipated"—"will be very limited, and that, even on the most hopeful view of the probable extent of the demand for aerial carriage of mails and passengers, the number of aircraft required to meet it will be small in comparison with the vast number now being produced for the purposes of war."

There is a point in connection with this statement which is of great interest, and one hopes that some day it will be possible for the Air Ministry to publish figures in elucidation thereof. The genuine aircraft industry is, in fact, a comparatively small affair. One may be wrong, but one is strongly under the impression that the great majority of the aeroplanes and aero-engines used in this war were not made by the aircraft industry at all, but by firms in other industries which were taken over as "controlled establishments" by the Admiralty or War Office or the Ministry of Munitions, and switched on to making aeroplanes or parts. For example, Lord, Weir's own firm were makers of marine pumps, and their aircraft department is purely a war side-line. A large number of motor-car makers, motor-car body-builders, makers of agricultural implements, ship-builders, and so forth started making aeroplanes.

Also dozens upon dozens of quite small firms in all sorts of industries have been making spare parts or component parts for aeroplanes designed by other people. Almost all these firms are mortally anxious to get back to their pre-war businesses as soon as may be, and when they do so the output of aeroplanes will drop with a bang, and the number of aircraft produced by the firms which exist solely on making aeroplanes will, to quote the



BUILT FOR THE KAISER AT SPA, AS AN AIR-RAID SHELTER:
MASSIVE IRON DOORS TO AN UNDERGROUND TUNNEL.

Report in a sense which was not intended, "be small in comparison with the vast number now being produced for the purposes of the war."

It is quite likely that if we could start fresh from the present moment, with merely the aeroplanes which are being actually flown by the R.A.F. and without any reserve stocks, the genuine aircraft industry would find plenty to do in supplying the normal needs of the Air Force, and in building pleasure vehicles for immediate demand for "joy-rides," and commercial vehicles for the postal and passenger air-lines which we all hope to

The only alternatives, therefore, seem to be either to burn the lot, which would be a wicked waste; or to dump them cheap on smaller nations which desired to train an air force—which would be sensible; provided that the League of Nations does not come into existence—or to sell them off to civilian firms for joy-riding passenger work, which would merely spoil the market for the aircraft industry, and might do serious harm to the future of aviation if the machines fell into the hands of unscrupulous persons.

Perhaps the simplest way out is one suggested by an incorrigible humourist in the R.A.F., who advocated the formation of a free-lance Air Force composed of aviators who like war—there are really quite a lot of them—who would take some thousands of these reserve machines to Russia and offer themselves and their aeroplanes as a ready-made force to any of the more or less respectable Russian factions who are fighting the Bolsheviks. There are no aeroplanes in Russia worth mentioning on any side, so any sort of aeroplane would do provided that it had a reliable engine; and thus whichever faction secured the services of these aerial freebooters would certainly win the war in its own area. And we, on our part, would get rid of all our 1916, 1917, and 1918 type aeroplanes, leaving the market clear for the 1919 types. But those engines would have to be of the most reliable, for one learns from friends who have already met the Bolsheviks that the worst German atrocities are mild and kindly compared with those committed by the present masters of Russia on any enemy who may fall into their hands.

To be perfectly serious, however, the maintenance of our aircraft factories in the immediate future is a very important question; for if the trained hands are allowed to disperse to other trades it will be difficult to get them together again; and if the factories themselves turn to other products which pay well, the proprietors may not care to return to aeroplane-making. The two alternative methods of saving the industry discussed by Special Committee No. 3 were (a) State assistance to private enterprise, and (b) State ownership or participation in the ownership of aerial transport undertakings. The Main Committee itself frankly confesses that the choice is beyond it, and says that the decision must rest with his Majesty's Government. Neither alternative is really pleasing, for the first means subsidies on a big scale, which simply means robbing Peter to pay Paul; and the second means turning the proposed aerial transport lines into a species of State railways, which is not a tempting prospect. There is something to be said for letting the State lay down the "permanent way," consisting of intermediate aerodromes, terminal stations, and so forth, and letting it run the main lines for a period, so long as it buys the aeroplanes and engines from the aircraft industry. The State would probably pay something like war prices for the machines, and so the industry might be enabled to exist till the ordinary commercial demand made it self-supporting. But at the finish it will be found that free and unfettered competition is the only healthy road to real progress.



THE KAISER'S PRIVATE AIR-RAID SHELTER AT SPA: THE ENTRANCE OUTSIDE
THE CASTLE OF NEUBOIS.

When the Armistice Commission went to Spa, formerly the German Main Headquarters, there was found at the castle of Neubois, occupied by the Kaiser during his visits, a subterranean passage built as a shelter for him in case of bombardment by Allied aeroplanes. One entrance was fitted with massive iron doors.—[Photographs by Illustrations Bureau.]

see in the near future. The real trouble at the moment is the immense stock of obsolete or obsolescent aeroplanes and engines which are already in the hands of the R.A.F.

A TRANSPORT FEAT THAT HELPED VICTORY: RICHBOROUGH TRAIN-FERRY.

DRAWN BY OUR SPECIAL ARTIST, A. FORESTIER.



NO LONGER A "MYSTERY" PORT: ONE OF THE NEW TRAIN-FERRY BOATS, WITH A TRAIN ON BOARD, READY TO LEAVE THE WHARF AT RICHBOROUGH.



A SHIP WHOSE INTERIOR IS A "MINIATURE CHARING CROSS": A LOADED TRAIN-FERRY BEING TOWED OUT OF RICHBOROUGH HARBOUR, TO PROCEED LATER UNDER HER OWN STEAM TO FRANCE.

The institution of the train-ferry from Richborough to Calais and Dunkirk did away with the laborious process of hoisting locomotives and Tanks on to ships by means of cranes. Engines are taken on board on their own wheels, and Tanks on special railway trucks. Great economy is thus effected in time, labour, and expense by avoiding double transshipment. On arrival in France the railway carriages and wagons carried over by the train-ferry are merely transferred to the French lines by the same means by which they

are taken on board. The apparatus is illustrated and explained on our double-page in this number devoted to the same subject. The new train-ferry enormously increased the British Army's facilities for rapid transport during the last critical months of the war, and thus materially contributed to the victory of the Allies. It has continued to render valuable service in connection with the demobilisation, and it will doubtless prove of great value in the future for commercial and general purposes.—[Copyrighted in the U.S.A. and Canada.]

A GREAT ENGINEERING ENTERPRISE BORN OF THE WAR: THE NEW CROSS-CHANNEL TRAIN-FERRY.

DRAWN BY OUR SPECIAL ARTIST, A. FORESTER. COPYRIGHTED IN THE UNITED STATES AND CANADA.



WHERE A DESOLATE MARSH WAS CHANGED IN ONE YEAR INTO A GREAT PORT: LOADING THE TRAIN-FERRY AT RICHBOROUGH WITH THE FIRST DEMOBILISATION TRAIN FOR FRANCE.

Among the many great engineering works and scientific innovations which owe their origin to the war, one of the most important is the new cross-Channel train-ferry to France, which, long discussed in former days, has become an accomplished fact under the stress of military need. In 1918 a desolate marsh on the coast of Kent, between Sandwich and Pegwell Bay, was converted by an army of khaki-clad workers into a vast new harbour, which, until the Armistice enabled the work of recovery to be speeded, was whithered of as the "mystery" part of Richborough. There at first was established a great service of cross-Channel barges, which carried munitions and supplies to our Army in France, and, proceeding on arrival along French canals, relieved congested at French ports. The scheme for the train-ferry was submitted by Sir Guy Graunt, the Director-General of Movements and Railways, to the War Cabinet in January 1917, and it has been in full operation since last February. The saving in time and labour is enormous, as all the tedious process of transhipment by cranes has been abolished. The establishment of Richborough has been the work of the Directorate of Inland Waterways and Docks, a branch of the War Office Department under the Director-General of Movements and Railways, and formerly known as the Inland Water Transport Section of the Royal Engineers. The present Director of Inland Waterways and Docks is Brigadier-General A. S. Cooper, C.M.G., who succeeded Brigadier-General (now Major-

General) A. S. Collard in May 1917. The designing of the berthing arrangements and the very ingenious and efficient adjustable "drawbridge" connecting the vessel with the shore, was carried out by Major F. O. Stamford, R.E. (an Inspector of the Local Government Board), under the direction of Sir H. Livesey, K.B.E. The above drawing shows the train-ferry at Richborough being loaded with the first demobilisation train sent over to France. The railway carriages are pushed on board ship from land lines joined to the ship's line by means of a movable portion of the track, which is lowered to the level of the deck. This movable part of the track, called the "apron," is there fixed to the ship by a pin that stands at the back of the deck (as shown in the lower drawing on another page). After the operation of loading, the apron is lifted by a craning arrangement worked between the two towers, inside which a system of counterpoises contributes to the lifting power of an engine that is placed in the cabin at the top of the bridge connecting the towers. The top of the pin is shown below the rear buffers of the locomotive. The ship can carry 54 carriages at a time. There are four of these ships in all, at Richborough and Southampton. The rapidity of unloading railway carriages and trucks and bringing over guns and war material, and loading again with trains carrying over fresh supplies, is perfectly amazing. Both operations are accomplished, on the average, in 20 minutes; the record time being 7 minutes.

RICHBOROUGH TRAIN-FERRY ANTICIPATED: A FRENCH RAFT DESIGN OF NAPOLEONIC TIMES.



INTENDED FOR THE INVASION OF ENGLAND: A MODEL OF A GREAT RAFT TO CARRY GUNS, TROOPS, AND CAVALRY, DESIGNED FOR THE FRENCH DIRECTORY IN 1798.

This interesting old print illustrates a remarkable scheme which anticipated, in some respects, the recently established cross-Channel train-ferry from Richborough to Calais, of which we give drawings elsewhere in this number. The inscription printed beneath the engraving here reproduced states that it was published on March 14, 1798, the name of the publisher being given in one place as I. Evans, of 42, Long Lane, West Smithfield, and in another as G. Thompson, of 43, Long Lane. It is described as "An Exact Representation of the French Raft, 2100 ft. long, and 1500 ft. broad. Drawn from the Model presented to the French

Directory." The following reference key is given to the numbers which appear on various objects shown in the print: "1. The Middle Passage; 2. The Windmills turning of Water-Wheels in the Middle Passage; 3. Draw-Bridges to land the Troops; 4. The Citadel in which are Horses working Oars in the Middle Passage; 5. The Inner Tower; 6. The Telegraph; 7. Furnaces for heating balls, etc.; 8. Pyramids of balls 100 lb. weight each; 9. Magazines of Gunpowder, etc.; 10. Mortars; 11. Breastwork mounted with Cannon carrying balls of 100 lb. weight; 12. Windmills turning Water-Wheels; 13. Brest Harbour."

PHOTOGRAPHED FROM THE AIR: ONE OF OUR NEW DREADNOUGHTS.



ONE OF TWENTY-ONE NEW BATTLE-SHIPS ADDED TO THE GRAND FLEET DURING THE WAR: H.M.S. "EMPEROR OF INDIA" (EX-"DELHI") SEEN FROM A KITE-BALLOON.

This interesting air-photograph of the new Dreadnought "Emperor of India" was taken from a kite-balloon at a height of 900 ft. Very curious is the effect, as seen from above, of the waves caused on either side of the ship's bows as she cuts through the water. The "Emperor of India," originally named the "Delhi," belongs to the "Iron Duke" class of Dreadnoughts included in the Naval Programme of 1911-12. Other ships in the same

class are the "Benbow" and the "Marlborough." The "Emperor of India" was laid down at the yard of Messrs. Vickers in June 1912, and was completed in May 1914. She is one of twenty-one new capital ships which have been added to the British Battle Squadrons and have joined the Grand Fleet since the Navy List for August 1914 was published. The Navy has received an immense accession of strength by new construction during the war.

SCIENCE JOTTINGS



STUDENTS IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13TH CENTURY).

THE HOUSING 'PROBLEM.'

THERE can be no doubt that an effort will presently be made to improve the housing of what used to be called the "working" classes—or, in other words, of the manual labourer. Conservative, Liberal, and Labour candidates have alike made this a prominent feature in their election manifestoes, and they can hardly do otherwise than redeem their pledges. The next Session will probably see some attempt to supply by legislative aid the 500,000 houses of which we are said to be short. But what are these houses to contain?

In the country there is no great difficulty as to this. The rates are not as yet excessive, and almost every landlord would be glad to build cottages which would let at (say) 5s. a week—a rent much larger than that in vogue on most large estates, and one which the farm labourer with his recently raised wage of 10s. a week ought not to find it difficult to pay. Such cottages might well include a bit of garden ground on which the tenant could raise a few vegetables; and in the neighbourhood of towns or villages, where land is not to be scarce (and dear), the absence of this might be compensated by a system of allotments. The cottage itself would contain,

we will say, a living room which would also be the kitchen, a scullery or washing-up place with a copper, and three bed-rooms all approached by a proper staircase; and the sanitary arrangements would find themselves where they ought to be—i.e., outside the main building. All this would mean a fairly elaborate system of drains and water-supply, either by connection with some central source or with wells sunk on the spot. This would be expensive to the landlords unless the cottages could be grouped together in a way which would make the distance from their tenants' work a serious item in the affair, and would, besides, hardly improve the landscape. Yet with State aid this difficulty might be got over.

It is with the towns that the real trouble begins. In a place where land is so valuable that "frontage" to a road is measured—and, in fact, sold—by the foot, one man one roof is an impossibility. Hence we are driven by the very nature of things to the tenement house or common dwelling, of which the many "Buildings" lately put up by the London County Council may be taken as a model. Such affairs comprise several rows of houses built round a quadrangle or court, with separate staircases for each. The rooms they contain are a series of flats, each approached from the common staircase by an outer door; and every holding contains a kitchen with a range and two or more bedrooms, while the

necessarily be any different with either the country cottage, or the town tenement house? The writer happened during the early part of the war to be billeted in "model" cottages in a village about twenty miles from London, where there was only one shop and all the other houses were what are known to auctioneers as "desirable villa residences." The tenants were a cut above the ordinary cottager, being estate-carpenters, motor-drivers, and the like; and their wives had in nearly all cases been domestic servants, and therefore used to a higher standard of comfort than the yokel. Yet it was found that all of them lived in the kitchen, scullery, and one bedroom for choice, and let the other rooms to lodgers. Had they not done so, not only would they have had less to spend on food and clothes, but the young unmarried men of the little community who had no families to take them in would have been homeless or would have been driven into the nearest town, where, of course, the same problem exists in a more pressing form.

This is the real crux of the problem, and unless the Government in its housing schemes find some way of providing for these young and unattached men the overcrowding question will



A GERMAN CRIME AGAINST RUSSIA: STARVING RUSSIAN PEASANT WOMEN, DEPORTED FOR FORCED LABOUR, AT RUHLEBEN.

A number of Russian peasant women, who had been forcibly deported from their own country into Germany to work on reclaiming marsh land, used to wander starving outside the prison camp at Ruhleben, in quest of any scraps of food they could pick up. Mr. C. T. Winzer, who made this drawing from life, was a prisoner at Ruhleben, and is exhibiting at the Ruhleben Exhibition in the Central Hall, Westminster.

Drawing by C. T. Winzer; and on show at the Ruhleben Exhibition, at Westminster.

landings are occupied by bath-rooms, washing-up places, and "offices." A flat in one of these municipally owned buildings commands at present not less than 6s. 6d. a week, and the rents are more likely to rise than to fall.

Does, now, either of these systems offer any security against the overcrowding which social reformers tell us is at the bottom of some of our crime and most of our poverty? A Labour leader—a real one, who has worked with his hands, and is not an Iscariot from the black-coated classes—has lately told us that when he was born his brothers and sisters had to be turned out of the family's one room into that of a neighbour. But would it

remain unsolved. Much might be done for decency and comfort by compelling employers—many would require no compulsion if properly reasoned with—to provide baths and other accommodation in their factories or workshops where their "hands" might clean and change their clothes after knocking off work. Something, too, might be done by providing central heating and common cooking facilities, or even catering for each group of dwellings. But this is another story. The real problem of housing is providing sleeping accommodation for the single men; and it will only be made more difficult if, as seems likely, we have to provide in the same way for the single women.

F. L.

NEXT WEEK is the **LAST**

The Lords Commissioners of His Majesty's Treasury have given notice that the present issue of National War Bonds will be discontinued on Saturday the 18th of January, 1919. Buy War Bonds before it is too late.



**"Can't we manage
another £10,000?"**

BUSINESS men have realised that no more War Bonds on the present terms will be issued after Saturday the 18th of this month. Directors and Partners—the controlling heads of great Companies and Firms—the men whose signatures on a cheque are worth millions of pounds—are meeting to decide the urgent question: *"How much more can we put into War Bonds before January 18th?"*

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That is why the business men of great industrial and commercial centres like Liverpool, Glasgow, Manchester, Edinburgh, Birmingham, Newcastle, Bradford, Leeds, Bristol, Cardiff, Sheffield—cities every one of which has already invested from ten to more than fifty million pounds in War Bonds—are now considering how much more they can invest by the 18th of this month.

Put *your* capital where the shrewdest judges of investment values in the Kingdom are putting *theirs*. Buy War Bonds while you have the chance.

Send a letter by to-day's post, instructing your Banker or Stockbroker to invest as much as you can afford; or call at the Bank or Money Order Post Office and

**Buy the
BIGGEST BOND
you can!**

LITERATURE.

Early Women Novelists.

There is something more valuable than the glamour caused by the lapse of a century or two in Mr. R. Brimley Johnson's interesting and often amusing volume, "The Women Novelists" (Collins), in which we get glimpses of the women writers of the past in their day-by-day lives as well as in their rôle of novelist. The book takes us into another world—a world, often, of artificiality, but one of a leisure unknown in this era of rapid movement and ever-changing crowded hours of glorious, or inglorious, life. Mr. Brimley Johnson ranges over a wide field which has its kaleidoscopic changes of literary and social aspects, from "the ingenious Mrs. Aphra Behn" and the gossip of Miss Burney in mid-eighteenth-century days, the melodramatic work of Mrs. Radcliffe, to the works of the famous Brontë sisters, the analytic and philosophic novels of George Eliot, to the earlier but unforgettable Jane Austen; and, nearer our own day, the suave and refined work and keen perception of Mrs. Oliphant.

It is at once a sedative and a tonic to read so varied and discriminating a series of sketches of literary women of an era that now seems more remote than is to be accounted for by the mere lapse of years; and the books of these novelists of other days are now of no small value as pictures of social life of the period as well as indices to the varying points of view and aspirations of the writers.

The glimpses which are given to us of the women as well as their work, and of the society and surroundings which conditioned their lives and their writings, have distinct value, which Mr. Brimley Johnson appreciates, laying due emphasis upon both aspects of their novels. From "Evelina, or a Young Lady's Entrance into the World,"—the world

of the last decades of the eighteenth century—to the works of George Eliot is a far cry, but the author has bridged the gulf in most engaging fashion. A little touch of realism of interest in these days of "bobbed" hair is Mrs. Oliphant's description of Lucilla, in "Miss Marjoribanks," who wore her hair "in large thick curls, which did not, however, float or wave, or do any of the graceful things which curls ought to do."

For example, the essay called "Victor Hugo and Words," which is dated 1902, was evidently written as a preface or introduction to a posthumous book of verse by the great master of thunderous rhetoric. Thus we read: "The testament of Victor Hugo, *Post-scriptum de ma Vie*, is, after all, not the last publication of a writer whose energy seems to survive death. Here is 'Dernière Gerbe,' the last sheaf, a collection of poems, of which the earliest dates

from 1829. . . . The poems contained in this volume are all characteristic of Hugo, but not characteristic of Hugo at his best." This quotation from Mr. Symons' book is given rather to indicate the manner of its genesis than as typical of its matter. Most of the papers have much less the character of literary appreciations than of personal impressions and reminiscences of people—mostly poets—whom he knew in Paris during the 'nineties and the first decade of the present century, and as such they are much more interesting than mere bookish criticism. The first two essays—"The Gingerbread Fair at Vincennes" and "Montmartre and the Latin Quarter," are descriptive of life in that Paris of the long-ago, ten years and more before the War. Next comes a tribute to the unworldly idealism of Parisian as compared with London votaries of literature—"Paris and Ideas." The remaining chapters treat of certain poets, dancers, and other artists whom the author knew, among them the best-known, to English readers at any rate, being Yvette-Guilbert and Paul Verlaine. The whole book will be of interest to those who have known anything of literary and artistic Paris during the last quarter of a century. One of the



AN INTERVAL FOR REFRESHMENTS: BOXING DAY AT FOOTS CRAY PLACE.

A very pleasant afternoon was spent by the wounded soldiers and the Sisters from Fregal Hospital, and the Girl Guides and Boy Scouts, at Foots Cray Place on Boxing Day, by kind invitation of Mrs., Miss, and Mr. Waring, who have done so much kindly work during the years of war. The cinema and musical entertainment provided was much enjoyed by the guests, and our photograph shows a much appreciated interval for refreshments.

"Colour Studies in Paris."

In his new book, "Colour Studies in Paris" (Chapman and Hall), Mr. Arthur Symons has apparently gathered together under a fancy title a number of miscellaneous papers on Parisian scenes, books, and personalities written at various times between the years 1890 and 1907.

most charming things in it is an introductory sonnet on the city which, like her women, "craves of us a rose's place among our memories." There are twelve illustrations, including a sketch by Whistler of Stéphane Mallarmé, with some other portraits, and facsimiles of manuscripts.



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Chocolates, Vi-Coco and
Freemans Food Products.
DELECTALAND,
WATFORD, ENG.

Freemans
FOOD PRODUCTS
MADE IN
Delectaland
where Pure Foods come from.



Drawing by T. Friedman.

"Dri-ped" is not a mere trade description; it is a Brand by which you may recognise the only leather of its kind in the world. Not all green leather is Dri-ped; no leather is Dri-ped unless it bears the diamond trade mark in purple every few inches.

Dri-ped, the Super-Leather for Soles, is waterproof, double-wearing, light, flexible. It is used by repairers for re-soling, and is readily obtainable on new footwear.

Dri-ped's War- and Peace-time Services

No. 5.—The City.

Among the changes the War effected upon City life, the greater desire for personal efficiency was notable; the necessity for personal fitness gained fuller appreciation, and details of personal economy were taken into fuller consideration. That is why Dri-ped, the Super-Leather for Soles, is ever welcome among City men, for its waterproof and double-wearing qualities.

THE PLAYHOUSES.

"IN THE NIGHT WATCH," AT THE OXFORD.

THE French naval play, "In the Night Watch," with which, as adapted from the French of MM. Farrère and Nepoty by Mr. Michael Morton, Mr. Cochran recently opened the transformed and beautified Oxford Theatre, proves an admirable specimen of its kind—artificial, no



AT SEVASTOPOL: A BRITISH BATTLE-SQUADRON ENTERING THE PORT.

Photograph supplied by C.N.

doubt, in its plot; familiar as to its characters and their relations; but constructed in a neat workmanlike way. The stern, undemonstrative elderly husband, the young wife who wants more affection and joy in life, and sees so little of him that she feels only half-married; the playmate of her youth who is silently in love with her—here they are, these oft-used stage-figures, together on board a battle-cruiser just as war is declared. She should have gone off in the ship's pinnace before it started moving to sea, but remained out of pique with her husband's air of coldness to spend a last hour in the lieutenant's cabin, and finds herself imprisoned aboard, at a moment when another vessel showing French lights discharges a torpedo. Temporarily, too, her childhood's friend throws discretion to the wind and avows his love. The problem is: Will the lady escape, and escape without her husband's knowledge? The situation is worked out ingeniously, excitingly, and amid plenty of emotional display. Some most dignified and sincere acting on the part of Mr. C. V.

France as the husband, a discreet handling of the heroine's embarrassments and tears by Miss Madge Titheradge, and good straight work provided by Mr. C. M. Hallard, Mr. A. E. George, and Miss Jessie Bateman, help to steer the play to the port of popular favour.

"MAKE BELIEVE," AT HAMMERSMITH PLAYHOUSE.

Very interesting is the experiment of Mr. Arnold Bennett and Mr. Nigel Playfair at what used to be known as the Lyric Opera House, Hammersmith, to provide an unconventional programme in a London suburb. With the courage of thoroughgoing reformers, they have avoided the commonplace, even in their Christmas production, and have had recourse to the inventiveness of Mr. A. A. Milne, who in his "Make Believe," otherwise "a children's review and pantomime," gives tradition the go-by for a new desert island fancy, in which pirates and native maidens figure and even cannibals play a part. It is, perhaps, inevitable that there are echoes of Barrie in the piece; but these are easily forgiven, and the main fault of a pleasant entertainment is that it is a little too long, and a little too leisurely acted. But its Home of the Hubbards idea and its "Princess and the

Woodcutter" episodes are quite delightful, and children are sure to relish the chance of meeting in character all the famous nursery heroes and heroines. The music of M. Georges Dorlay is always happy and bright. Miss Carmen Judah's singing is welcome, and there is a quartette of refreshingly natural child-players in Misses Angela and Hermione Baddeley, Miss Marjory Holman, and Mr. Roy Lennol; while such grown-ups as Mr. Stanley Drewitt, Mr. Kinsey Peile, Mr. Ivan Berlyn, Miss Rosa Lynd, and Miss Jean Cadell contrive to be as intense or jolly as their young companions.

The "De Reszke" pictures, as well as the excellent cigarettes which give

them their name, are particularly attractive this year, as, with clever effect, the drawings illustrate twelve episodes essentially topical, "Miss America Arrives—Advances—Achieves," covering the period since the entry of America in the war. The makers of the "De Reszke" cigarettes, Messrs. J. Millhoff and Co., Ltd., 86, Piccadilly, W.1, point out that these pictures are obtainable by smokers of the "aristocrat of cigarettes," as the De Reszke has been called.

At all times a work of infinite patience and microscopic care in compilation, the "Debrett" for 1919 must obviously have proved an exceptionally difficult production. Not only is there an obituary list of some three thousand names familiar to all who have occasion to deal with subjects concerning the aristocracy and the world of political and personal prominence, but the war has affected the highest circles, and in that world of titled people the changes have been kaleidoscopic. We may therefore congratulate the publishers, Messrs. Dean and Son, Ltd., and their editor, Mr. Arthur Heselrige, upon the latest edition of the indispensable reference book. The "Roll of Honour," huge as it is, has necessarily affected the volume in many directions; but, on the other hand, it has made it more indispensable than in any year since the first volume was published more than two hundred years ago.



WITH THE BRITISH FLEET AT SEVASTOPOL: THE MAYOR AND CORPORATION AFTER PRESENTING AN ADDRESS OF WELCOME TO CAPTAIN ROYDS, OF H.M.S. "CANTERBURY."—[Photograph supplied by C.N.]

"Never gallop Pegasus to death."—POPE.



INDOOR WORKERS.

When lack of exercise, excessive brain power or nerve strain make you feel languid—tired—depressed—a little

TRADE **"FRUIT SALT"** MARK.

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient gently stimulates the liver, the body's filter. With this important organ working properly the blood becomes pure and the nerves normal. Sound refreshing sleep, a clear brain, and good digestion are sure to follow.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most reliable digestive regulator.

Remember that "FRUIT SALT" has for upwards of forty years been known by the Trade and the Public to mean the saline preparation of J. C. ENO, and no other.

BEWARE OF IMITATIONS.

WHEN YOU ASK FOR "FRUIT SALT" SEE THAT YOU GET IT.

Prepared only by

J. C. ENO, Ltd., "Fruit Salt" Works, Pomeroy St., LONDON, S.E.

SOLD THROUGHOUT THE WORLD.

SIMPLE PLUM PUDDING.

We would all like to see a real, rich, pre-war style Plum Pudding on the table once again, but this is still beyond the reach of many of us.

The following recipe is designed to meet the restricted supplies and the high prices of many of the ingredients, and so brings a plum pudding within the reach of all.

SIMPLE PLUM PUDDING.

- | | |
|------------------------|---------------------------|
| 1 oz. "Paisley Flour." | 4 oz. raisins. |
| 6 oz. ordinary flour. | 2 oz. mixed peel. |
| 2 oz. bread crumbs. | 1 teaspoon each cinnamon, |
| 4 oz. suet. | ground ginger, spice. |
| 2 oz. brown sugar. | 2 tablespoons syrup. |
| 4 oz. currants. | 1 egg. Milk to mix. |

Sift the flour and "Paisley Flour" well together; clean the currants, stone the raisins, chop the peel and suet. Mix all the dry ingredients in a basin. Heat the syrup slightly and add it. Beat the egg well and stir in with sufficient milk to moisten. Fill into a well-buttered basin, and steam for 3 or 4 hours.

Whether you use the simple recipe above or a richer one always remember that to ensure success

"Paisley Flour"
(Trade Mark)

The SURE raising powder should be used as the raising ingredient.

Economise by buying the large packets.

EXPORT.

The Export of Brown & Polson's "Patent" Corn Flour and "Paisley Flour," perforce curtailed during the War, will be resumed throughout the world as early as possible.

PERFECTION—

The Object of All—The Attainment of Few.



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VIRGINIA CIGARETTES

are the most perfect Hand-Made Virginia Cigarettes ever produced.

PERFECT in Smoking.

PERFECT in Flavour and Smoothness.

PERFECT in Aroma.

25 for $1/8\frac{1}{2}$

50 for $3/5$ 100 for $6/10$

To be obtained of all High-class Tobacconists.

ALEXANDER BOGUSLAVSKY, Ltd., 55, Piccadilly, London, W. 1.

**An UNIVERSAL SAUCE**

Don't restrict your use of LEA & PERRINS' SAUCE to Meat: try it with VEGETABLE and with Egg, Cheese, Fish and other dishes.

Lea & Perrins

TRY IT IN YOUR BATH

BY APPOINTMENT



TO H.M. THE KING

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND
• • DOMESTIC PURPOSES • •

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Reconstruction

Reconstruct your bodies
as well as your businesses

Cailler's
COCOA

The Cocoa with the
Chocolate flavour
Nourishes

LADIES' NEWS.

WEDDINGS promise to be a prominent feature of this year; many engagements of social importance have already been announced, others are pending announcement. The most interesting at present made public is that of Princess Patricia of Connaught to Commander the Hon. Alexander Maule Ramsay, R.N. No time has as yet been fixed for the wedding, but it is unlikely to be long delayed. Naturally the Princess would like to have her only sister, the Crown Princess of Sweden, with her for her marriage: the sisters, who are warmly attached to each other, have been separated for more than five years. The Swedish Princess and Prince Alastair of Connaught would form a charming quintette of child attendants to their aunt, Prince Gustavus Adolphus of Sweden, Duke of Vesterbotten, is in his thirteenth year; and Princess Ingrid, the only girl, is nine. Princess Patricia is a well-dowered bride: her mother left her £50,000. As she is still more excellently off in good looks and delightful disposition, Commander Ramsay may be accounted an extremely lucky man.

The third of the family of five sons left by the late Earl and Countess of Dalhousie, he has been an orphan since he was about six years old. His father and mother were returning from a visit to the Continent when Lady Dalhousie became seriously ill, and died at one of the French ports of departure for England. The following day her husband died from, it was said, grief and shock. The family of boys was brought up by an uncle, the Hon. Charles Maule Ramsay. The name of Maule came into the Ramsay family through William Maule, Earl of Panmure, to whose very extensive estates the eighth Earl of Dalhousie, his nephew, succeeded in 1782. The ninth Earl was a Waterloo hero, and was in consequence created a Peer of the United Kingdom. The present Earl married the youngest sister of the Earl of Ancaster, and has two boys and two girls. One of Lord Dalhousie's four brothers is dead, one is in the Diplomatic Service, and the youngest served as interpreter in the war, being in the Northumberland Yeomanry.

There is real romance attached to this engagement. Commander Ramsay has known the Princess for over eight years, and the attachment is nearly as old. It was deemed hopeless, and he left his position in the Duke of Connaught's Household, as other young men had done before him, deeply disappointed. However, he was a sailor and a man of will-power, and he won the Princess, who remained faithful to him. At last the Duke of



THE VOGUE OF "TÊTE-DE-NÈGRE."

Nigger-brown velveteen is used for the bodice and hem of the skirt. Chiffon and beaver fur to tone are the materials which go to make up the skirt.

Connaught placed the matter before the King, without whose consent no member of the Royal Family may marry. His democratic Majesty not only consented, but was delighted to welcome a Briton, a naval officer, and a member of an old Scottish family with records down to the twelfth century, as a prospective cousin-in-law. It does not seem likely that the Princess will change her style and title, although she is said to be perfectly willing to be known as Lady Patricia Ramsay. This matter, as did the engagement, rests with the King to decide. One thing is quite certain: her Royal Highness has never been known to relative or intimate as Princess "Pat." The name has been conferred by that kind of familiarity it is certainly better to avoid.

Womankind is greatly exercised in its mind about clothes—not on the usual clothes lines, but about the rise or fall of prices. In one quarter assurance is given that a heavy fall is in immediate prospect, and that many great houses are so overstocked that they will be obliged to lower prices to clear-off their surplus. From all quarters, including the Winter Sales, the portents are for a continuance of high prices for all good things. It will be long before raw materials are easily attainable; it will be long before manufacturing in France and Belgium are reorganised and in full swing; it will be long before the enormous number of workers are available to make clothes in great quantities. There will be cheaper things; many opportunities for acquiring them will be offered; to the dressy woman, however, to whom individuality and a certain exclusiveness are as necessary as warmth, prices will continue higher than they were before the war for a long time to come. However, they console themselves by the thought that dress is still more simple than it was: but the afterthought that it is the kind of simplicity that is costly is left out!

Lady Cynthia Hamilton, one of our prettiest was-to-have-been débutantes, will make her début at Court as a Viscountess now. Many similar instances of missed presentations of girls who will make their first appearance as brides will do something to relieve the four-and-a-half years' congestion of presentations at Court. Lady Cynthia's sister was presented as a girl at the first Court of 1914. She is now Lady Mary Kenyon-Slaney, and a young mother. Lord Althorp is in the 1st Life Guards, is a Captain, and has been wounded in the war. Lord Hartington is one of his most intimate friends. He is not so dressy as his father, who was one of the dandies of the late-Victorian and the Edwardian Courts, to which, as the Hon. Robert Spencer, he was attached. He succeeded

(Continued overleaf)

THEY HAVE THE ENTREE

IN Clubland and on all "occasions," TONIDES are the carefully chosen cigarette. They are the inseparable companion of conversations,—light or serious. It follows that "Tonides" are not a drowsy cigarette; on the contrary, they are distinctly refreshing. This quality cannot be attributed to many cigarettes; it is natural to "Tonides" Virginia Cigarettes de Luxe.

TONIDES Cigarettes rarely stain; they look well and smoke well, and are distinguished among the best by their natural charm and fragrance. Besides being a drawing-room quality cigarette, "Tonides" give a satisfying smoke everywhere.

Prices—
1/10½ for 25, 3/9 for 50, 7/4 for 100.
To Officers on Active Service we can send 150 for 7/9, including postage.

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London Wholesale Agents: Henry Scholey Ltd., 8 Regent St., Waterloo Place, S.W.1.

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CIGARETTES

Virginia de Luxe.

BURGOYNE'S
WINES
OF
EMPIRE

VINEYARDS OF AUSTRALIA
VINEYARDS OF SOUTH AFRICA

By Appointment to King George V



"OVALTINE"

"Ovaltine" gives strength, vitality and endurance, is a splendid pick-me-up, and as a restorative in fatigue has no equal. Prepared from Malt, Milk and Eggs, "Ovaltine" makes a delicious beverage which is taken with or between meals, or, with a few biscuits, of itself forms a light, satisfying meal. It has the advantage that little or no sugar is required. The crisp golden granules are merely stirred into hot milk or milk and water. In Convalescence and cases of Feeble Digestion "Ovaltine" provides the most nourishing, sustaining and easily assimilable food drink possible. Taken just before retiring it ensures sound, refreshing sleep.

Nerve Support

Guard against nervous breakdown, which results from strain and overwork, worry and concentrated mental effort, by drinking "Ovaltine." It supplies just the extra food needed to rebuild the worn nerve cells.

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

Of all Chemists and Stores,
A. WANDER, LIMITED,
21, Gowercross Street, London, E.C.1.
Works: King's Langley, Hertfordshire.

his half-brother, who was twice Lord-Lieutenant of Ireland; and his *fiancé's* great-grandfather was twice Lord Lieutenant of Ireland; so the young people unite Vice-regal traditions from opposite views, for the first Duke of Abercorn was of Ulster Ulsterian, and the late Earl Spencer



ENGAGED: MRS. JAMES VALENTINE.

Mrs. James Valentine is engaged to Capt. Ronald Charteris, R.A.F. Mrs. Valentine is the widow of Lieut.-Col. James Valentine, D.S.O. She is the daughter of the late Major-Gen. G. W. Knox, C.B., and of Lady Sybil Knox, and a niece of Lord Lonsdale. [Photograph by Ponté, Waterford.]

was a Roman Catholic Viceroy. Each enjoyed popularity with both parties in that self-rent island. The bride-elect's elder sister was married in the parish church at Althorp to a younger brother of Viscount Peel. A special train took guests of light and leading from London, and there was a luncheon-party on a great scale at Althorp later. Now yet another wedding is imminent in the family, for Lady Lavinia (so called after a charming Spencer ancestress) is engaged to Major the Hon. Luke White, 11th Hussars, Lord Annaly's only son. She is a very pretty and delightful girl. Lord Spencer will be left with only one daughter, Lady Alexandra, now in her

thirteenth year. Her mother, a sister of Lord Revelstoke, died when she was born, and Queen Alexandra, the tender-hearted, god-mothered the baby girl and has always taken a great interest in her.

The King and Queen of Roumania will have a great welcome when they come to England. For the Queen—an English Princess, born in Kent, at E. stwell Park—our affection has always been true and steady. The King has proved himself a brave soldier and a good Ally. Their second son, Prince Nicholas who becomes, through the resignation of Prince Carol of his rights of succession, Crown Prince—spent Christmas at the Ritz with two tutors, and enters Eton this term. He is a fine boy, in his sixteenth year, full of fun, and has been brought up in the English way. The King and Queen have had him at Buckingham Palace for their own boys' Christmas festivities; and M. and Mme. Misu have had parties for him since in which Roumanian young people have joined.

A one-week's great Winter Sale at Harrods is always hailed with joy unfeigned by womankind. It is well known that only Harrods' own first-rate things are offered at this sale. It begins on Monday at 9 a.m., by which time all approaches to the big house will be crowded. There will be fresh things each day, but we all know that there is a great deal in the proverb of the early bird. There is remarkable value in ripple dressing-gowns at 19s. 6d. in silk, and wool-rep afternoon frocks at 94s. 6d.; in straight-cut tweed-mixture skirts at 21s.; in walking wraps in black blanket-cloth, or in a few rich dark colours, for 5½ guineas; in black chiffon-velvet evening gowns, the bodice finished with sequin embroidery, at 5½ guineas; in all kinds of things in men's wear of the style that men enjoy wearing at such prices as a Cadogan overcoat with velvet collar, well cut and tailored, at £8. There are thousands of most excellent investments, which are set forth in a catalogue which will be sent free on application to intending purchasers.

A. E. L.

Messrs. Carreras, Ltd., the well-known tobacco-manufacturers, have commenced the New Year by reducing the working hours of their employees from fifty to forty-seven hours a week. This will give workers an extra half-hour a day for rest and recreation. The idea, is excellent; and Mr. Bernhard Baron, the chairman and managing director, is confident that shortened working hours will in no way affect the output.

In recognition of the splendid war services rendered by women of the Voluntary Aid Detachments, a scholar-

ship scheme for their benefit has been initiated by Lady Amptill, who is Chairman of the Joint Women's V.A.D. Committee, under the auspices of the Territorial Force Association, the British Red Cross Society and the Order of St. John. The scheme provides training for those members who wish to fit themselves for some civil profession now that their war-time work has come, or is coming, to an end. A circular with details of the scholarships, training periods, qualifications required, and salaries likely to be earned afterwards, has been sent out to the 60,000 members of V.A.D.s. Training is offered in many different occupations, including medicine, nursing in its various branches, midwifery, pharmacy, dentistry, physical culture, cookery and domestic science, sanitary inspection, hospital almonry, health visiting, and welfare work. The

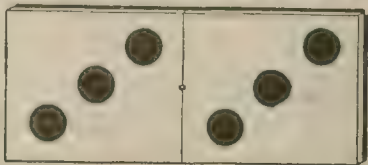


ON THE ROLL OF HONOUR: CAPT. L. G. WOOD.

Captain Wood, of the City and 3rd County of London Yeomanry, 103rd Batt. M.G.C., died in France on November 22, 1918.

number of scholarships is limited, but it is hoped also to assist other students materially in preparing for a career. As Lady Amptill says, "The work of V.A.D. members is beyond all praise."

URODONAL



DOUBLE

your pleasure in life by ensuring PERFECT DIGESTION and GOOD HEALTH.

MANY sufferers believe themselves to be the victims of chronic dyspepsia, and are consequently depressed. That is because they are suffering from indigestion in one or other of its many forms, but especially **acidity**, and, after trying scores of so-called "cures," fail to obtain relief.

The means of once more obtaining and retaining good health and a good digestion is within the reach of everyone. The reason that no benefit is derived from many of the remedies usually tried is that they fail to reach the root of the trouble—which in nine cases out of ten is probably due to Uric Acid, that most deadly of poisons which attack the human system.

URODONAL, the most powerful known solvent and eliminator of Uric Acid, expels this poison from the system, thus purifying the blood and restoring to the various organs of the body their ability of performing the functions allotted to them by Nature for the maintenance of perfect health.

Price 5/- and 12/- per bottle.

Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct, post free, 5/6 and 12/6, from the British Agents, HEPPELS, Chemists, 164, Piccadilly, London, W.1. Full descriptive literature sent post free on application to HEPPELS.

GLOBEOL

A Powerful Tonic.

Hastens Convalescence,
Forms Blood, Muscles & Nerves.
Increases Vitality.



Globéol is a most powerful blood-reconstituent. It is composed of the total extract of red corpuscles of the blood, with all its ferments in full activity, as well as the hæmoglobin, to which are added an infinitesimal quantity of colloidal iron and manganese in order to re-enforce its beneficial effect on all sufferers from poorness of blood with its attendant evils.

Globéol is being regularly prescribed by physicians in this country and abroad in all cases that call for energetic measures to restore strength and vitality to the system when it is weakened through disease, hæmorrhage arising from any cause whatsoever, anæmia, malnutrition, overwork, mental strain, nervous exhaustion, etc., etc.

Moreover, Globéol is always well tolerated, inasmuch as it contains no drug or substance that can cause discomfort, even to the most delicate constitution. It is free from the usual disadvantages possessed by the majority of ferruginous preparations (digestive disorders, constipation, discolouration of teeth, etc.). It can be taken without risk by persons with a weak heart—in fact, Globéol has been styled "the tonic of the heart," seeing that it facilitates its functions by supplying it with pure, rich, healthy and buoyant blood.

Tubercular patients also derive benefit from Globéol, as it increases the power of resistance of the organism, and thus gives the sufferer a more favourable chance of fighting against the invasion of Koch's bacilli.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3 from the British and Colonial Agents, HEPPELS, Pharmacists, 164, Piccadilly, London, W. 1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

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Fine Diamond, Enamel and Gold R.A.F. Badge
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Diamond Enamel, and Gold Army Service Corps
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A client writes:—"I find I simply cannot do without your Preparations. I have tried everything in the world, and find nothing that can compare with yours."

The Ganesh Diable Tonic is the best known Preparation for clearing, cleaning, and whitening the skin—it closes the pores and is an excellent wash for tired eyes. Prices: 5/6, 7/6, 10/6, 21/6 and 57/6 per bottle.

Sample Bottle 1/- on mentioning this paper.

Letters can be seen privately.

Send for Book of Advice.

Are You OUT-OF-SORTS

DON'T console yourself with the thought that you will be "alright in the morning." The trouble is bound to keep on recurring so long as that flaw in the working of your liver, stomach and bowels remains unrepaired.

Dosing with ordinary mineral compounds and physic will not improve matters. The best thing to do, and the surest way to stop the mischief, is to take a course of Ker-nak.

Ker-nak does not purge. It soothes and rectifies. It removes the cause of that bilious feeling, sick-headache or distressing lassitude, and thoroughly revitalises the whole system.

So safe, reliable, and beneficial is Ker-nak for old and young that it is recognised as the Family's Favourite Prescription for Stomach, Liver and Blood disorders.

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MAKES YOU BETTER & KEEPS YOU WELL.

If there is a flaw in your liver or digestive organs, Ker-nak will find and repair it. If your blood is impoverished, Ker-nak will enrich it and completely build up your vitality to a condition that will help you to resist those perilous cold weather ailments—Liver Chill, Kidney Chill, Influenza and Pneumonia. 1/3 or 3/- a box at all Chemists and Drug Stores.

Take One in Time



THE night is cold and foggy, they have just left the hot, vitiated atmosphere of a crowded theatre, and are taking Evans' Pastilles as the most effective way of preventing a chill.

Take Evans' Pastilles on cold, foggy nights or whenever you enter or leave crowded rooms or buildings. They will prevent many an illness and will keep you free from all throat and chest complaints.

EVANS' Pastilles

The effective precautionary measure against the microbes of Influenza, Catarrh, Pneumonia, Diphtheria, etc.

The unique antiseptic properties of Evans' Pastilles strengthen the vocal cords, allay and prevent irritation of the throat, and loosen any mucous secretions (phlegm) which may be present.

You can always recognise Evans' Pastilles by the "raised bar" on each pastille—a patented mark which no other pastille possesses. Evans' Pastilles are the best and are worth protecting from substitution.

Buy a tin today for your own use—and send another to the "Friend." Evans' Pastilles are splendid for service conditions. From Chemists or sent from the makers.

1/3

Evans Sons Lescher & Webb, Ltd.
56, Hanover Street, Liverpool

The SUPER Pipe Tobacco

Spinet Smoking Mixture



Soft and Smooth
to the Palate
Fine
Natural Flavour

1/11 for 2 oz.

R & J. HILL LTD.
The Spinet House, London.

SUBMARINE "STRAFIN" AT 74.

Mr. Justice Hill and Mr. Justice Roche, sitting in different Courts for the trial of Admiralty actions yesterday, had before them as witnesses two sailors, mariners who have won distinction by courageous action against German U boats.

In the first case the witness was Captain Angus Keith, who was awarded the D.S.C. for ramming a submarine, and the O.B.E. for war services as commanding officer of a transport. The second witness was Captain W. S. Leish, who on his 74th birthday successfully had off an enemy submarine and was awarded the D.S.C. He also holds the O.B.E. for other war services.

This cutting exemplifies only one of many deeds of heroism performed by the men of the Merchant Service during the War.

It is men like these who need your help

Are you willing to let their courage and endurance go unrewarded? Even a small contribution from every reader of this paper will enable us to provide for a number of brave men who are at this moment in desperate need of assistance to save them from dire want and destitution. Fill in the form below, and send the utmost you can afford and send it to-day.

CONTRIBUTION FORM.

To the SECRETARY, Mercantile Marine Service Association, Tower Building, Water Street, LIVERPOOL (Incorporated by special Act of Parliament). In appreciation of the gallant efforts and noble sacrifices of our Merchant Seamen, I enclose the sum of £ : : , towards the funds of your Association.

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Check or Postal Orders should be made payable to the Mercantile Marine Service Association, and crossed "Bank of Liverpool, Ltd." not negotiable.

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THE CHRONICLE OF THE CAR.

An Active Campaign.

The Commercial Motor Users' Association is bringing forward a set of twenty points for the consideration of the general committee of the R.A.C. and associated bodies—which, by the way, is in future to be known as the National Council—embodying a complete programme of an active campaign for the removal or redress of existing motoring anomalies. Taxation, licensing, roads and bridges, and highway administration are all included in a really admirable list of points to receive attention. There is just one of these points which I think requires elaboration. It proposes that all funds derived from motor-car and motor-spirit duties should be set aside for highway improvement. To my mind, this does not go nearly far enough. For one thing, I have always opposed the principle of differential taxation of one form of traffic, which is basically immoral and unfair. Motor taxation as it exists now is simply a tax on improvement and transport development, and an enormously heavy handicap in favour of other forms of traction. It is true that a vast amount of money will have to be found for the reconstruction and maintenance of the roads, which have fallen into a disreputable state of neglect during the war; and I do not see, therefore, any objection to a wheel or vehicle tax so long as it takes within its purview every form of wheeled traffic. After all, it seems to be quite fair that a part of the direct cost of roads-maintenance should fall upon those most directly interested in their use. Of course, I do not at all mean that the whole cost of the roads should be directly borne by the traffic using them. The roads are a communal possession, and exist primarily for the benefit of the community, and should therefore be principally maintained from general public funds; but, as a matter of principle, I have no objection to a special vehicle tax in aid.

We are going to spend £40,000,000 on the roads this year, of which the State is to contribute £10,000,000, while the rest is to come out of the pockets of local authorities. All that huge amount of money is to be dribbled away under an effete and hopelessly inefficient system, and we are, apparently, to miss the finest chance there has ever been of centralising our highway administration. During the war new Ministries have been

created by the dozen, yet no move has been made in the direction of constituting the Ministry of Ways and Communications that the war has taught us is so necessary an



A POPULAR CAR IN SOUTH AFRICA: NEAR CAPE TOWN.

Our photograph shows Lieutenant Mountford driving his Anrol-Johnston car in the vicinity of Cape Town.



A CADET CORPS IN TRAINING: A HUMBER GYMNASIUM.

About a year ago it was suggested by Colonel J. A. Cole, a Director of Humber, Ltd., that the boys in their works should form a Cadet Corps. The idea has been well carried into effect by Mr. Manton. The cadets have a total roll of 66, and form a platoon of the 2nd Cadet Battalion, Royal Warwickshire Regiment, with Sec. Lieut. Manton in command.

institution. If the National Council will extend the scope of the "point" I have referred to, and will press for the formation of such a department, I think they will deserve well of the whole road-using community, as well as of the country generally.

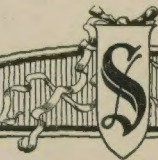
The Self-Starter Question.

It is too early yet to speculate upon the vogue which the self-starter is likely to achieve in the case of the British car. Few of our prominent firms are yet ready with their concrete plans for post-war trade, and have thus not been able to make up their minds in the matter of details such as this. I should say, though, that the indications point to a considerable growth in the use of this most useful, even essential, contrivance. Numerous firms identified with the electrical and accessory side of the industry are announcing that they propose to market such devices, and are asking the prospective car-buyer to specify the individual starter in which he happens to be interested. My own impression is that the British maker will find himself compelled to embody a starting device in his design, except in cars of the "light" class and those in the cheapest categories. Incidentally, and while I am on the subject of electric fittings of the car, I notice that the latest American announcements confirm the impression I noted some time ago that the magneto is coming back to its own. I have never been enamoured of the system in which the dynamo is called upon to carry out a triple function, and supply current for lighting, starting, and ignition; and it would seem that it has manifest drawbacks which have now been discovered by the American designers.

Post-War Activities.

My post-bag is beginning to look like pre-war times again. Every delivery brings me in details of the post-war plans of the trade. Messrs. Smith and Son, the well-known accessory house of Great Portland Street, have sent me an illustrated catalogue of their new designs, ranging from speedometers and clocks to carburettors and self-starters—all of them very much improved as a result of war experience, and very taking to the connoisseur. Messrs. Brown Brothers, of Great Eastern Street, have sent me certain humorous calendars and a brochure descriptive of the Brolt electric-starter, which latter is certainly one of the best on the market.

W. W.



The Name
SUNBEAM

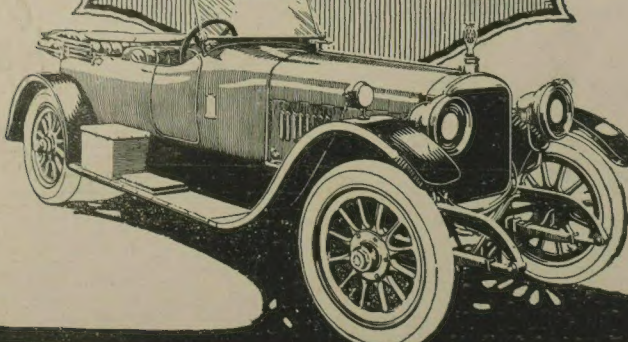
To any experienced motorist who knows the reputation of cars and remembers the pioneer years which preceded the war, the name Sunbeam implies leadership and superiority. The Sunbeam was always attaining new successes, achieving fresh records, and so maintaining the supremacy of British motor industry.

At the outbreak of war the Sunbeam was a product of engineering excellence and world fame, a car which compelled pride of ownership. When our works are released from National Service and the production of **SUNBEAM COATALEN AIRCRAFT ENGINES** the famous Sunbeam car will again be produced. Then our standard sports model will be produced, and will be a replica of the chassis which won the International Tourist Trophy Race in 1914.

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Write to-day to Messrs. S. SMITH & SONS (M.A.), Ltd., 179-185, Great Portland Street, London, W.1., for a copy of their little booklet, "A New Era in Motoring," which describes in detail the Smith Starting and Lighting System.



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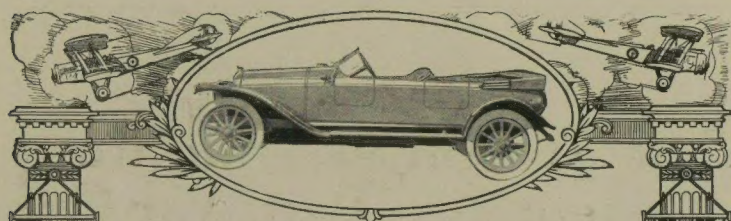
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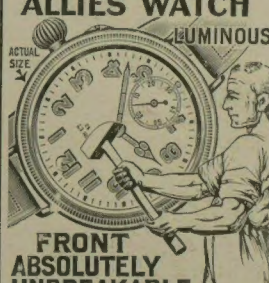
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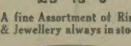
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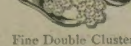


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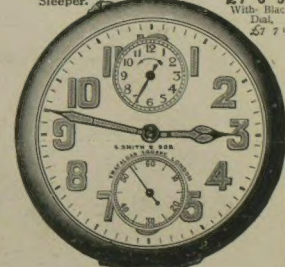
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MISCELLANEOUS.

SIR William Treloar, who was Lord Mayor of London in 1906-7, has wrought himself a still more lasting name as the champion of crippled children against the devouring dragon Tuberculosis. During his year of office in the City he founded the Lord Mayor Treloar Cripples' Hospital and College at Alto, Hants, which has done such splendid pioneer work in the curative and preventive treatment of tuberculous children. Sir William may therefore claim to have taken a big step in the national task of raising a "C3" population to the "A1" standard. At present he is making still further efforts in that direction, for he is busy raising funds to open this year a seaside branch of the Alton foundation at Sandy Point, on Hayling Island, where sea, sand, and sunshine will combine to speed up the cure of the little patients. Writing on this subject in our issue of Dec. 7, Sir William stated that £20,000 was required for this good purpose, of which £2000 had already been contributed or promised; and by this time, no doubt, further progress will have been made. Donations may be sent to him at Moorgate House, 61, Moorgate Street, E.C. It is hoped that the Sandy Point branch of the Cripples'

Hospital may be ready in the early spring. Apart from this main object of his philanthropic activities, Sir William Treloar is ever to the fore in other ways as a friend of the children. Thus every Christmas he acts as host at the annual Banquet to Little Londoners at the Guildhall, where on Dec. 30 last he presided over a gathering of some 1200 happy youngsters, and conspired with the present Lord Mayor, Sir Horace Marshall, to despatch 4000 Christmas hampers to crippled children. Sir William is a Cornishman, with all a Cornishman's love of his own "Delectable Duchy," and he has been known to "foot it fealty" in the time-honoured "Furry Dance" at his native town of Helston.

A million and a half of sales represented the result of War Saving Week at Leicester. The employees of Messrs. John Cooper and Sons, Ltd., of the Beehive Boot Works, took 6009 Certificates and 1500 War Bonds—a total of £6156 19s. 6d. The directors of the company voluntarily made a donation of 2s. 6d. to each War Saving Certificate.

In these days that "shine in the sudden making of splendid names" a biographical record of living celebrities is more than ever necessary. Therefore the new edition

of "Who's Who" (A. and C. Black) for 1919 is exceedingly welcome. This famous publication has long ago won its place among the "indispensables" of the reference shelf in office, study, boudoir, and library. It is now in its seventy-first year of issue. The title-page records the fact that with it is incorporated "Men and Women of the Time," and a sign of the times has been the increasing number of entries about notable women. Now that women have the vote and may sit in Parliament, the number is likely to grow still greater in future.

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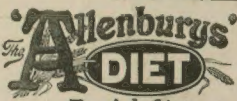
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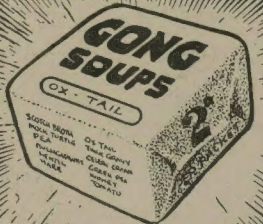
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